

Southern Pacific Bulletin



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Cover Illustration

VACATION time is with us again. It is reflected in our cover illustration this month which catches the spirit of vacation time and of Southern Pacific Service. Here we see Iris Sedgwick of San Francisco, one of the first of Southern Pacific's 1923 passengers to vacation land. Wm. H. Scott, Red Car Porter at Third Street Station, San Francisco, is preparing to assist her to her train.

Thousands are preparing to respond to the call of alluring resorts and famous playgrounds of the Pacific Coast that are on, or easily accessible from Southern Pacific lines.

The vacation seeker can take a Southern Pacific train and quickly and comfortably reach a place in the mountains or at the sea shore where the dull every-

day cares of life may be thrown aside. These resorts offer every phase of invigorating outdoor sports and full opportunity for rest and relaxation.

Greatly reduced rates are granted by Southern Pacific to Pacific Coast outing places.

Southern Pacific provides frequent and convenient train service. Its trains have the highest standard of equipment. Its employees are eager to serve the public pleasantly and well. Train traveling is at once the cheapest and most luxurious form of transportation. The summer vacationist will find Southern Pacific service well adapted to his needs.

The photograph on the cover was taken by Fred G. Davis of the Company's Duplicating Bureau.

It's Better to Prevent a Fire Than to Fight One

Fire Chiefs and Brigades, Fire Boat and Trains and Mountain Look-out
Are Features of Effective Southern Pacific Organization

By H. POLLARD General Fire Inspector

A FIRE DEPARTMENT that specializes in prevention and operates efficiently in six states, that is called upon to guard property worth many millions of dollars and yet whose fire loss is less than that of many a small town, has claim to distinction among the fire fighting organizations of the world. Such a department is operated by and for the Pacific System of the Southern Pacific Company.

A city fire department has to guard only a limited territory. The property to be guarded is concentrated and it is comparatively easy to rush forces and apparatus to the scene of a fire in a few minutes after the alarm is given.

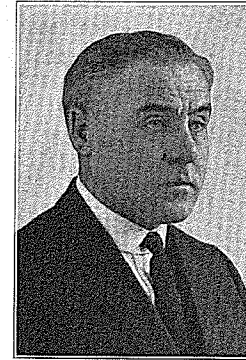
The Southern Pacific's properties extend over more than 7,000 miles of line on the Pacific System. Much of it is located in lonely and unsettled places and the problems of both fire prevention and control are many and puzzling. They include many special problems that are unknown to the average fire chief of a municipal fire department.

The Southern Pacific's fire department has fire chiefs, fire brigades and fire companies. Its equipment includes a fire boat on San Francisco bay and fire trains. One of the important features of the Company's system of fire protection and prevention is a look-out station on Red Mountain near Cisco, at an altitude of 7860 feet, from which point a night and day watch is kept over the snow sheds during the greater part of the year.

Better Housekeeping Urged

"Better housekeeping" is one of the secrets of fire prevention and in this work every employee of the Company may join. Neatness and cleanliness means the elimination of fire hazards and if each employee will do his bit to prevent the accumulation of litter and trash, he will help to prevent useless waste through fires.

Southern Pacific success in keeping down fire losses despite the difficulties involved, is due to careful and systematic work in prevention of fire as well as the effective control of fires after they start. The former may be considered the more important. Southern Pacific's system of fire control and prevention has been developed gradually and steadily over many years. In fact, this activity was organized in the early days of Southern Pacific's first railroad construction. The methods employed have been improved and enlarged in scope with the steady growth of the railroad, until the Company's system of fire control and pre-



H. POLLARD

vention is second to none among the railroads of the United States.

The snowsheds on the line over the Sierra to Ogden probably constitute the Company's greatest fire hazard, and undoubtedly there has been more concentrated effort to prevent fires in these sheds than on any other single item of railroad property. This effort was 100 per cent in 1922, for there was no fire damage in the snowsheds during last year. There has never been a record of failure to stop a fire in the sheds at the point it was encountered. The crews of the fire trains have never backed up. What losses have been sustained have been measured by the time taken to give the alarm and respond to it.

On the American Canyon route over the Sierra a snowfall of sixty-five and a quarter feet has been recorded in one season. Where the average seasonal snowfall runs over 200 inches snow sheds are necessary in order to maintain usual train service and so, between Blue Canyon, with an elevation of 4700 feet, and a point just west of Truckee with an elevation of 6000 feet, a distance of 40 miles, there are twenty-nine miles of snowsheds.

To prevent fire hazards in shed territory the old lumber from shed repairs, brush and other rubbish is burned during the winter months when fire will not spread. Every nook and corner inside the sheds is combed for every unnecessary inflammable article and when found is destroyed or dis-

posed of so that the fire hazard is eliminated.

With watchmen located in the sheds only, as was at one time the case, threatening forest fires could obtain considerable headway in the fire shed district before discovered. Consequent search was made for a point which would give a bird's-eye view of the snowshed district. This point was found on the top of Red Mountain, or Signal Peak as the Government calls it. Here a stone observatory was located, four miles from Cisco, and from this point watchmen, during the season of fire danger, keep a 24-hour vigil, working with telescope and charts, supplemented by field glasses.

Watch From Mountain Peak

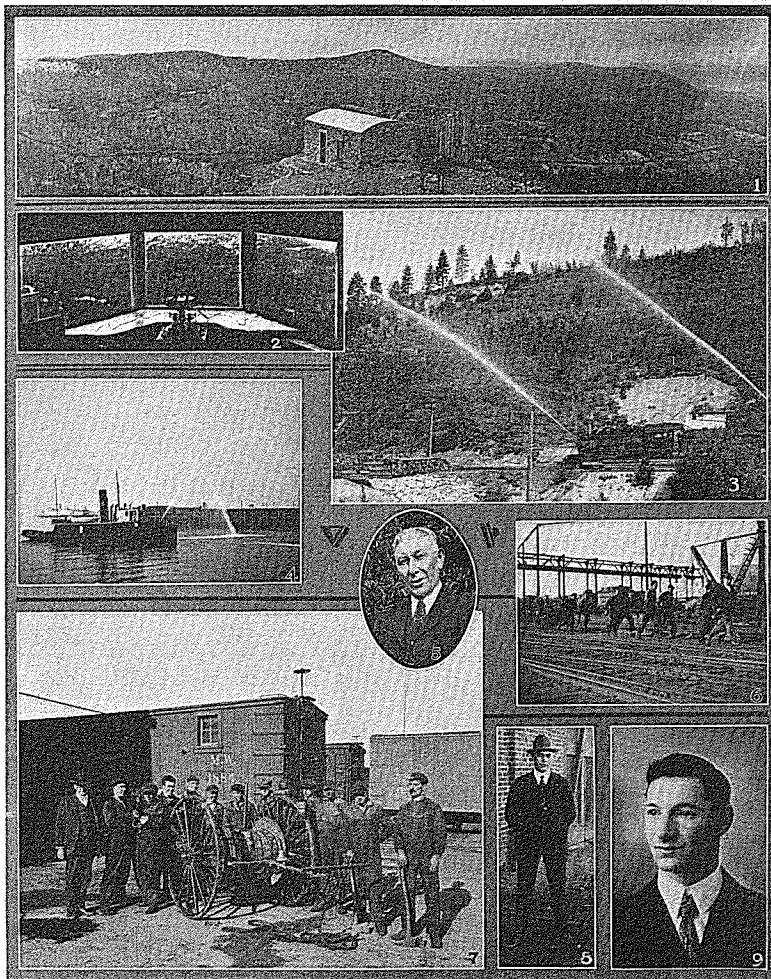
The watchman's telescope is located in a bay window and has a range of 180 degrees or a half circle. To the telescope is fastened a pointer which travels over a circular chart placed in front of the telescope. On this chart are located the milepost stations and other well established points in their relation to the sheds. On the window is a black line, the exact reproduction of the line of sight. When the watchman discovers smoke or sees a fire, he looks through his telescope and if the cross hair in it is on the line on the window and fire at the same time he knows the blaze is in the sheds and with the aid of the pointer and chart determines the nearest point established on it. This information is telephoned to the telegraph operator at Cisco. The watchman can tell if the fire is above or below the sheds and even if the fire is not in the sheds, if it is anywhere in their vicinity, men are sent to investigate and prevent the flames from approaching nearer to the railroad property.

In addition to the watchman service just described there is an electric fire alarm system with 42 fire boxes, which ring into a central office, the same as a city fire alarm, so that any one in the sheds can quickly turn in an alarm if fire is discovered.

Our fire fighting apparatus consists of 4 trains equipped each with one 350 gallon per minute pump, two water cars holding about 25,000 gallons of water, 1000 feet of 2½ inch hose and all other tools that are necessary to make such an outfit complete. These trains are located at Blue Canyon, Cisco, Summit and Truckee. Upon receiving a fire alarm the operator turns in the alarm calling the nearest trains so that there will be a train at each end of the fire. He then notifies the train dispatcher at Sacramento who takes the necessary steps to clear the

After Reading Your Bulletin, Pass It Along

Views of Southern Pacific's Fire Department



1. Panoramic view of snowsheds region from Red Mountain observatory. 2. Interior view of observatory showing transit and line of snowsheds. 3. Fire train in action at Blue Canyon. 4. Fire tug Ajax in fire test off Oakland Pier. 5. Fred Winsor, Fire Chief Los Angeles General Shops. 6. One of Southern Pacific's fire companies getting into action. 7. Fire company at West Oakland shops. 8. R. L. Crase, Fire Chief Sparks. 9. A. J. Tucker, Fire Chief, Sacramento General Shops.

line in favor of the fire trains. From four to five minutes is all that is required to get a fire train under way. After an alarm is given these fire trains run just as fast as is safe to run—there are no speed restrictions.

The fire train engines are kept with steam up at all times and crews are on duty day and night. They answer all fire calls.

When water is available it is piped to station buildings for their protection.

At San Francisco Bay

The next large fire hazard consists of the large properties around San Francisco Bay, of the train terminals at Oakland Pier and Alameda Mole, freight and passenger slips, West Oakland Shops and freight yards and ship-building and repair plant and also all the ferry boats belonging to the Company.

As all of these properties can be reached by water the fire tug Ajax is kept on 24-hour service. This boat is 103 feet long, has 750 developed horse power and a speed of 10 to 11 knots per hour. It is equipped with pumps that will deliver 2400 gallons of water per minute at 150 pounds pressure. One 6-inch monitor with 3-inch tip, and two 6-inch monitors with 2½-inch tip, 1500 feet of 2½-inch hose, 1500 feet of 2½-inch hose, and 400 feet of 1½-inch hose, all standard make, and also all fire fighting tools necessary to make the boat complete, make up the Ajax's equipment.

In case of mishap to ferryboats, the Ajax is available to tow them to safety.

In addition to the boat, Oakland Pier and West Oakland yards are each furnished with two fire underwriters steam pumps which are kept under steam 24 hours per day. Each is capable of throwing 1500 gallons of water a minute. The shipyard is supplied with two pumps throwing 750 gallons of water a minute.

Fire Companies Organized

At these terminals fire companies are organized and drilled weekly. There is good supply of 2½-inch hose distributed through the yard, and kept in weather proof well ventilated boxes for protection. Companies are furnished with hose carts which usually have from 250 to 350 feet of hose.

All large shop facilities such as Sacramento, Los Angeles, Tucson, Ogden, Sparks, Bayshore and Oakland, as well as smaller places are equipped with fire pumps, hose and well trained fire brigades. At Sacramento, Los Angeles and Sparks there is a fire chief appointed who has no other duties assigned to him.

He looks after the fire fighting equipment, selects and drills the fire companies, looks after housekeeping throughout the shops and yards. As a result of the fire prevention work, and notwithstanding the large extent of the properties at these points, Sacramento fire loss will amount for 1922 less than \$200, Los Angeles less than

How S. P. Employees Can Help Prevent Fires

THE Southern Pacific's fire prevention work on the Pacific System was 100 per cent effective in 1922 as far as the snowsheds were concerned, and eliminated fire loss in all but three of the company's great shops; these losses for the year were held down to \$325. To beat this record in 1923 Mr. Pollard asks every employee to count himself a member of the fire prevention service. He makes the following specific suggestion:

Fire feeds on inflammable rubbish. Keep your part of the company's property free from it.

Throw dirty waste in the metal waste can provided for it and not behind the work bench, out of the window or on the floor.

Throw lunch papers, worn out clothing and other trash in the same receptacle.

Keep floors, particularly in corners and under benches, and all yards and roadways free from rubbish. Every rubbish heap is a fire hazard.

Dust and dirt should be blown at regular intervals from roof trusses and flat timbers used in frame work of buildings and the cleaned surfaces whitewashed.

Keep clean all lockers, oil closets, drawers, fuel and equipment boxes in shops and cabooses.

Keep fuses and torpedoes in their metal cases.

Be careful with burning tobacco and see that all fire is dead before you throw it away.

Floors shouldn't be cleaned or sanded in thick brush or grain country in dry weather.

It's better to prevent a fire than to fight one.

\$50, Sparks about \$75, and at the other places we have no record of any fire loss.

In addition to water protection afforded by pumps, water barrels and buckets have been placed at every place where there is even remote possibility of fire occurring. Two and a half gallon fire extinguishers have been liberally sown through buildings, yards, outfit cars, baggage cars and all other places where it is necessary to place such equipment. Sand barrels and scoops or shovels are placed near oil columns, tracks where locomotives stand, through round houses and other places where oil might create a fire hazard.

Since all Southern Pacific locomotives are oil burning they require different methods of fire prevention than where coal is used. It is not good practice to fight an oil fire with wa-

ter. Something that will cover the burning surface is necessary.

All switch engines are supplied with pump and hose for fire emergency, and in cases have proven very valuable.

Fire Hazards Reduced

The Company is reducing fire hazards by constructing new buildings kept well apart, using corrugated iron and concrete instead of an all wood construction. Oil plants are being remodeled, storage tanks are being moved where in hazardous places, earth levees and concrete walls are being placed around them to prevent the spread of oil in case of accident to the tank. Portable gas machines used in welding and cutting metal have been condemned as fire hazards. These are being replaced by centrally located gas plants, gas to be piped into the buildings where such gas is used. At places where not enough gas is consumed, gas will be bought in steel cylinders and the use of portable gas machines will be abandoned.

Old and worn out fire pumps and water mains and hydrants are constantly being replaced with new ones.

In territories where long and high trestles are in use, water has been piped onto the trestle and hose provided to reduce fire risk. Locomotives serving these districts are equipped with water sprinklers which the engineer opens before going onto the trestle. The deck of the trestle is thus wet down so that fire from firebox, or hot bits of metal from brake shoes, are not so apt to set fire to the wood as it was left dry.

The Southern Pacific Company is not selfish with its fire apparatus. If our neighbor is in trouble and calls for help our fire engines and brigades will endeavor to help him out.

Every Employee Can Help

The Company is spending large sums of money each year on fire prevention and will continue to do so as long as it is necessary. But there is another side to this question. The Southern Pacific Company expects and is entitled to the moral support of each and every employee to prevent fire loss. The employee who sees a fire hazard, and does not destroy it or report it, is not doing his full duty to the Company. The man who creates a fire hazard not only does the Company an injustice but may be the means of depriving his family of the necessities of a life while the plant, if destroyed by that hazard, is being replaced. Every fire hazard prevented or destroyed may be a saving not only to the Company but to the employees.

If the man with a ball of dirty waste in his hand instead of tossing it behind a work bench, or laying it on a wooden window sill or even throwing it on the floor, would stop and think of the metal waste-can provided to receive dirty waste and put it's waste into it, he would perform a duty expected of him.

Trash and dirt are fire hazards. The

Southern Pacific is afraid of it. So in order to reduce the hazard, a small army of men and women are employed to sweep the floors, clean out corners and under work benches of factories and shops, and to clean the yards and roads. If all employees would consign to the waste can their used lunch papers, worn out clothing or any trash they are responsible for, the task of the sweepers would be much lighter and a much cleaner appearing property would be in evidence.

When superintendents and foremen of shops, roundhouses and other buildings have the dust and dirt blown from the roof trusses and flat timbers used to make up the frame work of the buildings once or twice a year and whitewash the surface, fire hazard is reduced. Many kinds of dust are inflammable, and sometimes explosive. Whitewash is a good fire retardant and makes the building clean and lighter which helps men to do better and more work than when they are working in a dark dirty one.

Trainmen and Switchmen

There are many things the trainmen and switchmen can do to reduce fire hazard. When there are cars to be moved with the doors open and their floors are covered with inflammable stuff, those in charge should call attention of the proper party who should close the doors. A great fire hazard would thus be reduced.

If the lockers, oil closets, drawers, fuel and equipment boxes were kept clean in cabooses, many fire hazards would be eliminated and not so many cabooses would be destroyed by fire. Keep fusces and torpedoes in the metal case provided for them, and not lying on the floor, hung to lanterns or sticking or hanging on the wall.

Be careful with burning tobacco, especially with cigarettes. If you put out the fire in your cigar or cigarette when you have finished with it, you have destroyed a fire hazard.

Watch the engine at night and if seen throwing fire, it shows that something should be done to prevent it, and should be reported the same as a leaking steam pipe.

Flues should not be cleaned or sanded in thick brush or grain country in dry weather. Pick a clear spot where this can be done.

A word to fire chiefs and captains is in order. Impress upon each member of your fire companies that they are fire inspectors as well as members of a brigade. Teach them that it is their duty to reduce fire hazards, to call other employees' attention to the fact that they are creating a fire hazard when found doing so. See that each member of the brigades understands the duty that is expected of him. You and your force in this way can do great work in preventing fires. Impress upon the minds of all that the best way to eliminate fire hazard is not to create any—obey the rules contained in Fire Regulations.

During the last few years there has probably been more attention given to

J. B. GUILDEA DIES AT HOME IN SAN FRANCISCO

In the passing of James B. Guildea, who died at his home in San Francisco on March 12th, another well known and universally liked veteran is lost from the pension rolls of the Southern Pacific.



James Guildea

For several years prior to his retirement on March 1, 1915, he had been a messenger in the freight department, Coast Division, and his work, which carried him between Oakland and San Francisco every day in connection with transcontinental freight movements, brought him favorably in contact with the public. He was ever faithful in the performance of his duties and regardless of weather or other inconveniences he never failed to make his regular trips.

He entered the service in September, 1872 and retired at the age of 71 and had 42 years 6 months continuous service to his credit.

Being of a sunny disposition, he made and kept his hundreds of friends. When the soldiers returned from the Philippines following the Spanish-American War, he composed and set to music a song entitled "The California Volunteer," which became very popular.

Mr. Guildea leaves a wife, three daughters and one son, who was for some time employed in the passenger department of the Southern Pacific.

fire inspection than in the past. Our inspectors go to any place where a fire hazard is likely to exist. Shops, stores, warehouses, freight houses and even dwellings when they are located on Company property.

Fire prevention is a much larger problem with a railroad than in any other kind of business, because in railroad organizations there are so many persons of different nationality having different ideas of fire hazards. In order to enforce our rules intended to reduce fire hazard, all employees must be educated to see the dangers of fire.

I have been asked the question many times—"Why do you go to so much trouble to train fire brigades and furnish so much fire fighting apparatus? Do you not insure for sufficient amount to cover losses?"—To those who are not familiar with railroad insurance a few facts may be of interest.

It would be very difficult if not impossible to insure an entire railroad property, therefore, it is necessary for our Company to assume part of the fire loss.

There are some parts of a railroad property that in justice to the public

makes it necessary to cover with outside insurance, such as rolling stock, freight in transit and in warehouses, baggage and other facilities connected with the movement of public property. On the other hand there are four large fire hazards which are not covered by outside insurance. These are snowdrifts, tunnels, bridges and oil plants. All are more or less inflammable, but only in exceptional cases would traffic be delayed more than a few hours should fire damage occur.

Figures on Insurance

A few figures on loss and insurance collected will be of interest at this point.

	1921	1922
Gross Fire Loss	356,463.50	170,305.03
Insurance Collected ..	167,144.76	142,854.78
Premium	225,751.32	203,045.48
Total Loss ..	189,318.74	27,450.25

It will be noticed that \$186,158.47 was saved in the gross loss in 1922 over the year 1921.

It is believed that closer inspection, better housekeeping, and keeping every one on the lookout for fire and fire hazards, is responsible for reducing fire loss in 1922.

The losses in dollars and cents as shown above is the reason for fire prevention and the installation of fire apparatus. If it is true that better inspection and housekeeping and more attention is given to lessen fire hazards is responsible for the low fire loss during the year 1922, then the effort has been worth the trouble and expense.

CONDUCTOR WELLS PLEASED WITH SAFETY MEDAL

In a letter to Superintendent T. Ahern, Sacramento Division, Conductor R. H. Wells of Roseville, expresses appreciation for having been awarded one of the gold medals for his activity in safety work.

"I little thought a year ago that I would ever be wearing one of the much sought after safety medals," he wrote. "But, like many others, tried to do my duty to make our road safer both for the traveling public and the employees. As long as I am one of the Southern Pacific family, I shall continue along this line of endeavor and as a conductor will each year try and instill the principles of safety into the young men just entering the service."

"The safety meetings held monthly on the various divisions bring together employees from every branch of the service and the consideration given every safety or efficiency suggestion more closely connects into one big family all employees of a division. The keen, good-natured rivalry of these divisions goes a long way toward making the enviable record for safety that the Southern Pacific Company enjoys."

S. P. of Mexico Starts Work on Important Line

Closing of the Tepic-La Quemada Gap Will Complete a Through Route From Nogales to Mexico City via the West Coast

CONSTRUCTION by the Southern Pacific Railroad Company of Mexico of a line from Tepic to La Quemada, now under way, is being watched with great interest by people of the western part of the United States, as the new line bridges the 100 mile gap in the West Coast railroad line from Nogales to Mexico City.

When completed this route formed by the Southern Pacific of Mexico and the National Railways will form a new and direct Pacific Coast trade route into the southern republic.

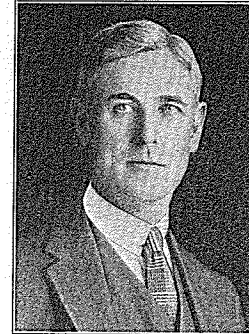
In addition to the work of constructing the Tepic-La Quemada line, the Southern Pacific of Mexico will also rebuild the Tonichi and Alamos branches.

Ground was broken March 5, 1923 for the new construction on the last gap in the West Coast line, President Obregon of Mexico turning the first earth with a silver spade presented to him by H. B. Titcomb, President of the Southern Pacific of Mexico. The gap now to be bridged, extends from Tepic, the present terminus of the Southern Pacific of Mexico to La Quemada. The Southern Pacific of Mexico already has a short line constructed from La Quemada to Orendain where the line connects with the National Railways line to Mexico City.

Low Maximum Grade

One of the main values of the new construction work is that the West Coast route, when completed, will materially cut the time between the Pacific Coast and Mexico City, since the West Coast route is one of very slight

grades while the eastern route is a mountainous one. According to President Titcomb of the Southern Pacific of Mexico, the new line from Tepic to La Quemada, about 100 miles in length, will have a maximum grade of 1.5 per cent, with no curves greater than six degrees, metric, which will make a safe and high speed line. The present line from Nogales to Tepic, a distance of 910 miles, has a 24 miles of 2.4 per cent grade, 5 miles of 2 per cent grade, 7 miles of 1 1/2 to



H. B. TITCOMB

1.9 per cent grade, 30 miles of 1 per cent grade, and balance of 844 miles does not exceed a maximum grade of .5 per cent. This probably equals if not exceeds any other piece of original construction on this continent in point of low maximum grade.

"This railroad gap from La Quemada to Tepic involves many difficulties," said President Titcomb at the ground breaking ceremonies, "but the work will be prosecuted with all possible haste and completed at an

early date. My written agreement with your President is that the road must be put in operation within four years. I predict that my chief engineer, Mr. Sloan, will have the track ready and trains operating into Guadalajara within three years. The line from La Quemada contains 35 tunnels with a total length of nine kilometers, and 35 viaducts with a total length of two kilometers."

The line will cost in the neighborhood of 20,000,000 pesos, of which a very large part will be expended in the construction of 38 kilometers of line in the Barranca territory.

Mexico's Prospects

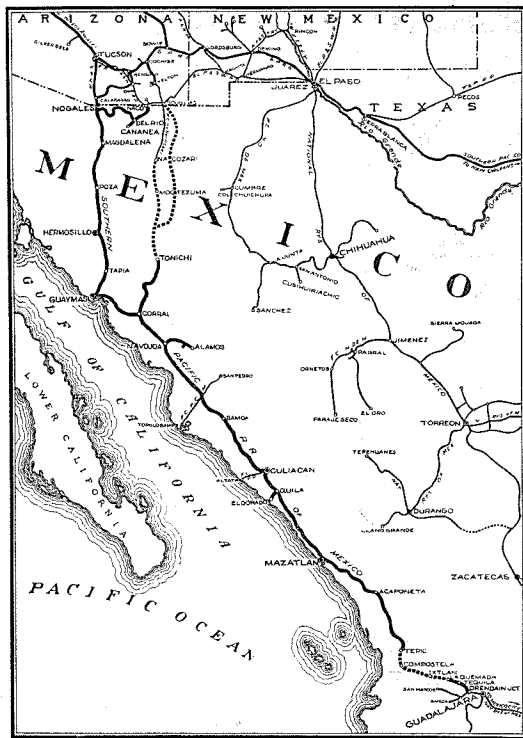
President Obregon, in his speech at the ground breaking ceremonies at La Quemada, Province of Jalisco, spoke of the difficulties encountered by capital in Mexico during the revolutionary period and said that a new era for Mexico had arrived with bright prospects for future prosperity.

Touching on this point, he said: "Capital invested in Mexico suffered great losses during the revolutionary period, and there was also a tie-up which was extended for over ten years. But now, that same capital opens a new era of activities which will redound in compensation for the damages it suffered, inasmuch as in the future it will not work on any false foundation, for the agreement it has now reached for its future activities is being effected with the true representatives of all of the people of the Republic, who sanction such important actions."

"I ask of the representatives of the various social classes who form the great neighboring family of North America, that you tell your respective superiors that Mexico has abolished its boundary lines and has opened its arms to men of good will, coming from all latitudes and from all languages, who may desire to cross its geographical line and come with us to obtain the fruit of noble and harmonious efforts leading to the enlargement of our country and the common welfare of the people. And that same



Mining Engineer Julius Kruttschnitt, Jr., addressing President Obregon during ground breaking ceremonies at La Quemada. Left to right, front row: President Obregon, General Amado Aguirre, Harry Chandler, of Los Angeles; Julius Kruttschnitt, Jr., representing the American Smelting and Refining Company; H. B. Titcomb, President Southern Pacific of Mexico; and F. V. Stark, Assistant General Agent Southern Pacific of Mexico.



Broken line between Tepic and La Quemada shows location of new construction work on Southern Pacific Lines in Mexico.

boundary line shall be converted into ramparts with which we may obstruct the entering of such men as may pretend to come here to get the best of us without conscience and with an air of superiority of purpose, for obtaining advantages larger than those to which they may be legitimately entitled in line with the proportion of their investments.

"Mexico is not a country opposed to civilization but it does oppose and shall oppose the superiority of a certain kind of civilization, as its sole desire is to obtain the same through the efforts of its own sons and the support of any one wishing to grant same without adverse pretensions, in order that civilization may be obtained with absolute accord with its origin and without losing any of its

noble characteristics and sacred traditions."

Serves Fertile Plain

The Southern Pacific of Mexico runs through a coastal plain averaging 30 miles wide and 700 miles in length, watered by fifteen large rivers and various small streams furnishing abundance of water for irrigation. The climate compares favorably with that of California and all crops, including fruits, raised in California, and some that are not, are produced. This coastal plain has an estimated area of 3,150,000 acres of river bottom soil and an additional tillable and irrigable area of 5,250,000 acres. The West Coast route follows, in a general way, the old Spanish Camino Real which extended, at one time, from

Guadalajara to Tucson and is marked by missions hundreds of years old.

Construction of the Southern Pacific of Mexico lines was started in 1905. The final line into Tepic was completed in 1912. Construction of the line from Tepic to La Quemada was held up until the present time by the troubled conditions in Mexico. The Southern Pacific of Mexico suffered greatly during the years of the revolution, traffic being interrupted frequently, hundreds of trestles having been burned, and cars and locomotives destroyed. During 1915 an average of a trestle a day was burned from January 1 to July 31.

Building of the line from Tepic to La Quemada is one of the most important pieces of railroad construction on the North American continent in years. Very few miles of railroads have been constructed in the United States during recent years, the construction of the San Diego and Arizona Railway, fifty per cent of which is owned by the Southern Pacific Company, being one of the outstanding pieces of recent railway construction work. This line was completed during the World War, the only railway in the United States which was released from Federal control and continued under construction during the war.

Pacific Coast business men have been keeping a close eye on developments in Mexico during recent months, believing that a great trade can be built up with the southern republic. It is believed that the completion of the West Coast line will be a big asset to the western states in competition for this southern trade.

LONG SPUR TRACK TO SERVE ROCK CRUSHING PLANT

Arrangements have been made by the Southern Pacific for the construction of a long spur track on the Placerville branch between Natoma and Folsom to serve a large rock crushing plant planned to crush the boulders and rocks thrown up by the gold dredgers in the Folsom district.

The gold dredgers, passing over smooth green fields, leave behind a waste of rock and gravel, having literally turned the earth upside down. The rock crusher now planned will use this rock for building material purposes, thus affording an instance of one industry carrying on productive effort where another industry leaves off.

The plant is to be constructed for the Pratt Rock and Gravel Company.

Bright and Snappy

Teacher—Name a common conductor of electricity.

Bright Student—Why-er-er—

Teacher—That's correct. Now tell me the unit of measure of electricity.

Bright Student—The what, sir?

Teacher—Correct again. Very good.

—Pugot Sound Electric Journal

Senator's Charges Against Railroads Refuted

Chairman Points to Economy in Operation and Locomotive Efficiency; Wage Reduction Small Factor in Savings Recently Effectuated

By J. KRUTTSCHNITT,

Chairman of Executive Committee, Southern Pacific Company

J. Kruttschnitt, Chairman of the Executive Committee of the Southern Pacific Company, addressed the following letter to Senator Couzens of Michigan, replying to his charge that the American railroads had not increased in efficiency in the last eighteen years and that they were now seeking to make savings primarily by wage reductions:

A FEW days ago you issued a statement intimating that the railway managements of the United States had sought operating economy primarily as a result of wage reductions, and suggesting that they should turn their attention to efficiency and economy in other directions.

On several occasions you have publicly stated that you have an open mind on the railroad question, and I am assuming, therefore, that you would be glad to have the facts on which a sound judgment could be based.

In the past two years the American Railway managements have reduced the labor cost of railway operation by approximately one billion dollars a year. Your assumption that most of this reduction has come from decreased wages is incorrect. Only about \$350,000,000 represents decreased wages; the balance has been produced by efficiency and economy of operation.

In the year 1922 the railroads carried a traffic not greatly less than that of 1920. To do this they averaged 1,645,237 employees in 1922 as against 2,012,600 in 1920.

Efficiency Shown

Your statement that "for eighteen years there has been no improvement in locomotive performance" is in error. You use in your statement the factor of average tractive effort of freight locomotives, freight train miles per locomotive, and net ton-miles hauled per 1000 pounds of tractive effort.

The actual facts in regard to these points are as follows: In the eighteen years, 1903 to 1920, to which you refer, the average tractive power of locomotives increased from 21,781 pounds to 36,365 pounds, which is an increase of 67 per cent.

The number of freight train miles per freight locomotive during the same period increased from 20,685 to 21,061, or about 2 per cent, instead of a decrease of nearly 20 per cent as might be inferred from your statement. By "net ton-miles" I assume you refer to revenue ton-miles. The number of revenue ton-miles during the same period increased from 173 billions to 413 billions, or about 139 per cent. The number of ton-miles handled per 1,000 pounds of tractive effort, instead of being "in 1920 exactly the same as it was in 1903," according to your statement, in fact increased from 312,500 to 378,200—an increase of 21 per cent. Furthermore, the average train loading, or number of revenue tons per train, increased from 310 tons to 652 tons, which is an increase of 110 per cent.

It is impossible to use any such measures of traffic performance, without due consideration to the increased size of cars and the amount of traffic hauled. It becomes clear, therefore, that the so-called "efficiency" factors utilized by you turn out to be very largely an indication of changes in railway traffic.

The striking fact in the foregoing comparisons is the increase in train

load. By means of this increase in efficiency of loading and handling trains, the railways secured an increase of 110 per cent in ton-miles with an increase of only 20 per cent in train miles. The freight train mile at the end of the period was a very different unit of operation from what it was at the beginning of the period, and any statement that attempts to indicate railway efficiency in terms of train-miles per locomotive, without making allowance for this great difference in the train-mile unit, omits from consideration this most important and significant factor in efficiency of loading and handling trains. But even when measured in terms of the larger trains of 1920, which is, of course, an essentially misleading and unfair measure, the greater efficiency with which freight locomotives were handled in that year produced two per cent more train-miles per locomotive than in terms of the much smaller trains of 1903.

Heavy Freight Traffic

All these comparisons are between the year 1920 and the year 1903. The latter year, however, was one of unusually heavy freight traffic. In 1921 the freight traffic fell off about 25 per cent, resulting in a marked decrease in number of train-miles per locomotive, in number of ton-miles per 1,000 pounds of tractive effort, and also in average train load. These factors, which you offer as measures of tractive efficiency, are obviously so dependent upon the amount of traffic offered to the railways that they all declined between 1920 and 1921, when the traffic fell off. Conversely, in 1922 all the factors again increased by about 10 per cent, because freight traffic increased about 10 per cent over 1921. Manifestly, therefore, the standards you apply in measuring tractive efficiency are not sound and your conclusions are not justified.

One of the remarkable achievements of the railways during the eighteen years was the increase in loading per freight train. The freight train is the unit of cost of railway operation, while the ton-mile is the unit of rail-

Couzens' Attack Met By Plain Facts Showing Efficiency

The following salient facts are pointed out by Mr. Kruttschnitt in reply to the charges of Senator Couzens:

REDUCED wages have not been the chief factor in railway economy. Out of a reduction of approximately \$1,000,000,000 a year in labor cost of railway operation, only about \$350,000,000 represents decreased wages. The balance, almost two-thirds, has been the result of efficiency and economy in operation.

In 1922 the railroads carried a traffic not greatly less than that of 1920, employing an average of 1,645,237 employees in 1922, as against 2,012,600 in 1920.

For every \$100 of investment in 1890 the railroads carried 983 tons of freight one mile, and 153 passengers one mile. In 1920 for every \$100 investment they carried 2,063 tons of freight one mile, and 231 passengers one mile, or an increase of 110 per cent in freight and 50 per cent in passenger service.

way revenue. Any increase in the number of units of revenue which is greater than the increase in the number of units of cost indicates progress not only in railway efficiency of operation but also in economy of operation.

Locomotive Power

The same increase in efficiency may be stated in another way. The increase in the power of each locomotive plus the increase in total number of locomotives, brought about an increase of 97 per cent in the aggregate power of the freight locomotives of the country. With only a 97 per cent increase in power they moved 139 per cent more ton-miles.

I invite your attention to another measure of the growth of efficiency of American railroads as reported by the Joint Commission of Agricultural Inquiry. In its report last year it stated:

"These statistics show that for every \$100 investment in property reported by the railroads the performance in 1890 was 983 tons of freight carried 1 mile, and also 153 passengers carried 1 mile. The railroads carried for every \$100 of property investment in 1920, 2,063 tons of freight 1 mile and 231 passengers 1 mile, an increase of 110 per cent in freight and 50 per cent in passenger traffic.

"This is a measure of efficiency of the railroads in the aggregate. The increase in the service rendered and the corresponding increase in efficiency is clearly marked. For the most part this increase is due to a vast improvement in operating methods made possible not alone by new mechanical devices but by a better knowledge and capacity for intense application upon the part of the railroad managers and the employees."

In 1917 the railroads voluntarily constituted the Car Service Division, in order that the equipment of the country might produce the maximum amount of transportation possible from existing facilities. I think there is little doubt in the mind of any railway executive that the intensive utilization of equipment has permanently moved onto higher standards. Under any normal condition of equipment and motive power, tons per locomotive per day, car-miles per day, and car loadings per week will tend toward higher figures whenever there is sufficient traffic.

You present some computations designed to show what the economies in railway operation would be possible if all the carriers displayed the same efficiency in the factors of miles per locomotive per day and pounds of coal consumed per 1,000 gross ton-miles as the ten carriers which in each case have the best records.

Unfair Standards

Take the factor of miles per locomotive day. Of the ten railroads of Class 1 which attained the greatest number of miles per locomotive day in 1922, eight are comparatively small lines, whose traffic conditions are neither representative nor significant.

The total operated mileage of the entire group was 12,921 miles, or less than 6 per cent of the mileage operated by all Class 1 carriers. The average daily mileage secured by these ten lines from their freight locomotives in 1922 was 78.6 miles. Why assume that all the lines should measure up to those few small lines, which because of the character of their traffic, the nature of the topography through which they operate, and other factors, show unusually favorable results? It is inevitable that there must be differences in results in accordance with the differences in the difficulties of operation which confront the several managements. This is true in every business. Why not deal with rational and practical rather than theoretical principles?

Similarly, you compare the results attained from the consumption of coal on the ten railroads showing the lowest consumption per 1,000 gross ton-miles with the average results for all railroads, and compute a large theoretical saving in coal on that basis.

The ten railroads that in 1922 showed the lowest averages of coal consumption per 1,000 gross ton-miles are all small lines. The aggregate consumption of coal in train service by these ten lines in 1922 was less than one per cent of the total coal consumed by all railroads of Class 1. Their train service in that year. Their operated mileage was 3,530 miles or only 1 1/2 per cent of the mileage operated by all Class 1 carriers. It is not possible to regard these ten railroads as representative lines.

No Allowances Made

Here again you utterly fail to take into account the different character of operating conditions on railways in all parts of the United States. You make no allowance for differences in grades, curves, density of population and of traffic, weather conditions, distances between terminals, percentage of branch mileage and many other operating factors that influence the results.

As you yourself say, the fact that railway executives were not afforded the opportunity to keep the railroads ahead of the development of the country is "old stuff." For ten years the railway executives have been trying

S. P. BAND GIVES BENEFIT DANCE AT PORTLAND

On Tuesday evening, April 10th, a dance was given by the Southern Pacific Band and Orchestra at the East Side W. O. W. Hall, Portland. Music was furnished by the orchestra and the affair was attended by a large number of employees. The proceeds are to be used in purchasing uniforms for the members of the band. Arrangements for the dance were completed under the direction of A. J. the Master-Mechanic's office, Brooklyn, who is leader of the band and orchestra.

to impress this fact upon the country. But the remedy is not to be found in additional legislation nor ceaseless agitation. It is to be found by the very simple policy of permitting the railroads to earn a reasonable return, and thus enable them to put at the service of the public adequate capital, and in protecting the freedom of initiative of trained railway management.

I call your attention to these words of Secretary Hoover in the latest annual report of the United States Department of Commerce:

"The management of our principal railways today, by all the tests of administration, of load factors, of mechanical efficiency, etc., is the most efficient transportation machine in the world, in so far as it is not limited by causes beyond the managers' control."

"We must have increased transportation if we are to maintain our growing productivity. We must, therefore, find a way out of the cycle of systematic starvation of a large part of our mileage and the denudation of our railroad managers of their responsibilities and initiative."

Ford Unhindered Roadster

You have spoken also of Mr. Henry Ford and certain methods suggested by him for effecting economy on the railroads and elsewhere. Mr. Ford's success has been in a business untrammelled by restrictive legislation and one in which he has been free to use his powers of management, his initiative, and his resources in the promotion of his business according to his own judgment. He is, of course, a novice in the business of running a railroad and his conclusions as to equipment, which you commend, are at variance with the experience and the judgment of those who have spent their lives in the study of the subject.

You will doubtless be interested to know that the railroads are constantly engaged through experts in studying new mechanical devices; in suggestions for improvement of efficiency and economy of operation and are making useful progress in the science of railroading. When conclusions are reached by any railroad, the American Railway Association in time considers them and, if approved, recommends their general adoption by all railroads.

In discussing with the people of the United States the question of how their railroads should be treated, the railway managements rely confidently upon the truth. They welcome any fair minded inquiry into what they have accomplished under the conditions and limitations with which they have been surrounded.

In view of the wide publicity given to your statements I have taken the liberty of giving this letter to the Press.

Housewife—"What do you work at, my poor man?"

Tramp—"At intervals, ma'am"—Detroit Free Press.

S. P. Veterans To Hold Annual Reunion May 10

Hundreds of the West's Pioneer Railroaders Will Gather in San Francisco For Event Commemorating the Driving of the "Golden Spike"

MAY 10 will be "red letter day" for the veterans of the Southern Pacific Company when hundreds of pensioners and their wives will attend the annual reunion and banquet to be held at the Palace Hotel in San Francisco.

This date is in commemoration of May 10, 1869, when the last rail was laid at Promontory Point near Ogden, Utah, and the "golden spike" driven by Governor Stanford, forming the connecting link of the first transcontinental railroad route.

This year is not only the 54th anniversary of the historic ceremonies at Promontory, but is also the 60th anniversary of breaking ground at Sacramento, California, on January 8, 1863, when construction work was begun on the Central Pacific, the western link of the transcontinental railroad and parent organization of the Southern Pacific. The reunion this year will also celebrate the 20th anniversary of the founding of the Pension Department, January 1, 1903.

Expect Record Attendance

It is expected that the attendance this year will exceed even that of last year when nearly 800 members of the Southern Pacific family, veterans and their wives, gathered to renew old acquaintances and talk over mutual experiences of years ago. Special cars will bring a large delegation of pensioners from the lines in Texas and Louisiana.

A. F. Hess, Secretary of the Board of Pensions, is in charge of arrangements for the big annual event and everything possible is being planned for the comfort and pleasure of the veterans whose years of faithful service have won for them a place of honor in the Southern Pacific family. Following the banquet at noon addresses will be made by officials of the Company, some of the pensioners and by prominent visitors. A special program of enter-

tainment will conclude the day's events.

Since the Southern Pacific's pension department was established twenty years ago, a total of 1994 veterans have been placed on the "Roll of Honor," and the total expenditure for pensions to March 31, 1923 has been \$4,739,425.24. Nearly one thousand pensioners are now on the rolls as active members and the average monthly benefits amount to \$37,483.42.

First Pensioners

The first meeting of the Pension Board was held on July 10, 1903, at which time the first group of pensioners were passed upon. Of this original group Chas. Harney is the only survivor. Not only is he the ranking pensioner but probably also the oldest Southern Pacific veteran. He is past 96 years of age and is living with friends at Alexandria, Ontario, Canada. He has been blind for a number of years. Mr. Harney is number twenty on the pension roll and was retired from his duties as Blacksmith at Sacramento shops after a service of 29 years.

Emile Frick, number sixteen on the pension roll, was the ranking pensioner for many years, until his death recently in Oakland.

It is interesting to note that there

are twelve veterans on the pension roll who have served the Southern Pacific for half a century or over. All of them, with the exception of Chas. H. Ball, are living and most of them will be present at the annual reunion.

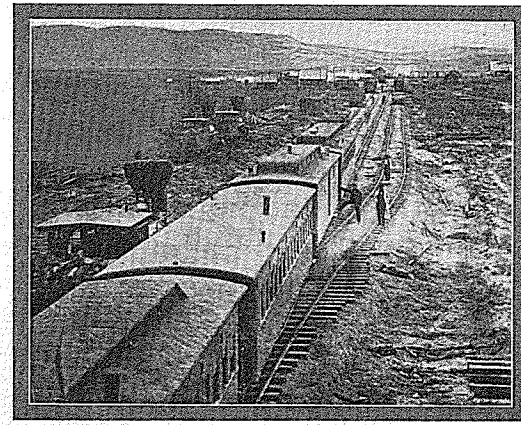
John Barrett, who is now a resident of San Francisco, is the oldest pensioner in point of service, having 56 years 9 months to his credit. It was in July, 1865, that "Kid" Barrett went to work as a "mule skinner" on a construction gang of the old Central Pacific when its main line was being built in the vicinity of Gold Run. Three years later he was promoted to train service and in April 1922, was retired as Conductor, from the Tucson Division.

The other members of this "fifty year" group are: J. O. Wilder, Sacramento, and Benjamin Newton, Livingston, both with 54 years 2 months service; William Hood, San Francisco, retired Chief Engineer, 54 years 3 months; J. B. Lauck, San Francisco, 53 years 11 months; H. Englebright, Oakland, 52 years 10 months; R. H. Moore, Oakland, 51 years 2 months; Thos. K. Diviny, Sacramento, 50 years 8 months; Joseph Stahr, Los Angeles, 50 years 1 month; and James Jefferson, San Diego, 30 years.

There are now thirteen women on the pension roll of the Company. A new record for long service by woman pensioner was recently set by Mrs. Nellie Bailiff who had been continuously employed as Agent - Operator at the Southern Pacific station of Calabazon, Los Angeles Division, for 38 years. Miss May Suthern, of Redding, formerly an operator on the Sacramento Division comes next with 29 years service.

Among the most interesting of the Southern Pacific pensioners are the seven Chinese who are now enjoying the fruits of their long railroad service. Two other Chinese pensioners have died.

Most of the Chinese started their work with



Central Pacific yard at Carlin, Nevada, about the time the "golden spike" was driven in May, 1869. Note the wide passenger coaches and the locomotive tenders piled high with wood, which was the fuel of that day. The photograph was taken from the water tanks looking west, and is from the private collection of Chas. D. Turritt of San Francisco.

the Company when the Central Pacific was being driven east from Sacramento over the Sierra and helped in that record construction performance when an average of ten miles of track a day was being laid in Nevada. Practically all their service has been on the Salt Lake Division. Ah Hop, of Montello, Nev., has the longest record of service, 49 years 6 months. The other Chinese pensioners are: Toy Gee, Carlin, Nev., 43 years 8 months; Ah Han, Ogden, Utah, 43 years; Chin Lane, Montello, Nev., 26 years 5 months; Ah Lake, China, 37 years 2 months; Wo Wa, China, 25 years 2 months; and Yuet You, Ogden, 47 years 10 months.

"The Southern Pacific's pension system is operated under rules the most liberal of any railroad organization," says Mr. Hess. "Every employee who has been with the Company for twenty years continuous service comes within the minimum amount of service entitling to a pension. Seventy years is the age for compulsory retirement. Employees becoming incapacitated between ages of 61 years and 70 years may be retired. Male employees at least twenty-five years in the service, and all female employees twenty years or more in the service, who have become permanently disabled, may be retired.

"Pension allowance is based on average pay and length of service. One per cent of the average monthly pay received for the ten years preceding retirement, multiplied by the length of service, gives the pension allotment. Length of service is figured from the date which the person has been continuously employed to the date when retired. Leave of absence, when unattended by other employment; suspensions or dismissals, followed by reinstatements within one year; or temporary layoff on account of reduction of force, is not considered a break in continuity of service.

"The benefits accruing to pensioners, aside from the allotment, include an annual pass over the Pacific system and occasional trip passes on other interchange lines; free medicine and office treatment by Company doctors; and the privileges of a comfortably furnished club room in the General Office building, where the veterans may find recreation and pleasure in association with their fellow-pensioners."

A Bargain

The railroad conductor suspended his work of taking up the tickets temporarily as the train plunged into the blackness of the tunnel. When it finally emerged a young couple, both seemingly flustered, and the young woman nervously readjusting her hair.

"Thinking to put them at their ease, the conductor remarked pleasantly:

"Did you know that tunnel we just came through cost \$12,000,000?" "Did it?" inquired the girl. Then she added, after a pause, "Well, it was worth it."—American Legion Weekly.

Picnic Day for S.P. Folks May 13

Special Trains Will Carry Employees to Big Event at Fernbrook Park in Niles Canyon

SUNDAY, May 13th, will be Picnic Day for Southern Pacific employees on the Western and Coast Divisions and from the General Offices in San Francisco.

Fernbrook Park, in the beautiful Niles Canyon, southeast of San Francisco, has been chosen as the site for the big event. Special trains will be run from both Oakland Pier and the Third Street Station. Tickets are 30 cents and may be obtained from committeemen on the two divisions and at the general office. They include transportation and admission to the picnic grounds.

Indoor baseball games, a tug-of-war between teams of the Western and Coast Divisions, greased pole climb, dancing, races and novelty contests of all kinds are some of the features on the long program of stunts. Prizes will be awarded to the winners in all events.

Everyone should bring a basket lunch. Tables have been built in the shade of the tall trees and the grass covered hillsides afford ideal spots where the lunches may be spread. Those who can not bring lunches will be able to buy sandwiches, cakes, tea, coffee, milk, etc., on the grounds.

Two Kinds of Tickets

In order that a definite check may be made on the number leaving each side of the Bay, two kinds of tickets have been made, one good only from Oakland Pier and the other only from Third Street Station. This is necessary so that ample transportation facilities will be on hand. The tickets are not interchangeable and the train must be boarded at the station originally selected. The first train will leave both stations at 8:30 a.m. and will continue at frequent intervals. Trains on the return trip will begin leaving the picnic grounds at a convenient hour. Definite schedules are being arranged and will be announced in circulars sent out by the committee.

Last year the picnic was held under the auspices of the Western Division employees' club. This year all details are being handled by the Good Service League with headquarters in the General Office. The entire proceeds will be used by this organization in carrying out its activities, which include promoting and financing athletic contests among various departmental and division teams, the holding of social events on a larger scale, and possibly the improvement of property in the vicinity of the general office where tennis courts, handball courts, shower baths, etc., may be provided.

With a membership of about 1800,

the Good Service League has accomplished much in bringing the employees, particularly of San Francisco, together in closer relationship and in providing monthly social gatherings where a spirit of informality prevails and everyone has a chance to get acquainted with employees outside his own departments.

Committee In Charge

The Entertainment Committee of the Good Service League has been placed in complete charge of arrangements for the picnic. Chairman A. Greenbaum, Auditor Passenger Accounts office, has his organization perfected. There will be something doing every minute from the time the first train arrives until the last one leaves. Dancing will be commenced at 11 o'clock at the pavilion and music will be furnished throughout the day by the San Francisco Freight Station orchestra and the General Office "jazz band."

There will be prize races for the little folks and for others who are not so small. Several teams from departments in the General Office will compete with the division teams for the indoor baseball prize, also the tug-of-war promises to be a thriller.

Mr. Greenbaum is being assisted by the following vice chairmen: J. Mulvihill, Baggage Dept., Oakland Pier; A. Campbell, Third Street Station; Chas. MacDonald, Bay Shore Shops; W. A. Westington, Agent 4th and Berry Freight Station; Walter Fell, Passenger Department; and G. F. Zurigen, Auditor Passenger Accounts office. Other members of the entertainment committee are heading committees on special events or handling the ticket sales. The members of this committee are listed elsewhere in the Bulletin.

The Chief Clerk in your department will tell you where to get tickets. Let's all get together and make this event a grand success.

"E" AN UNFORTUNATE LETTER

Some one has expressed the opinion that the letter "E" is the most unfortunate letter in the English alphabet, because it is always out of cash, forever in debt, never out of danger, and in itself all the time. For some reason, he overlooked the good fortune of the letter, so we call his attention to the fact "E" is never in war, always in peace and never in prison. It is the beginning of the improvement of the government at ease and the end of trouble. Without it there would be no life, no heaven, no sleep and no eats. It is the center of honesty, makes love perfect.—Contributed.

PORTLAND WINS BUSINESS-GETTING AWARD



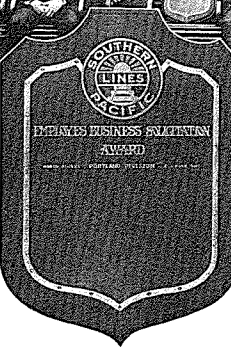
PORTLAND Division, first; Los Angeles Division, second; Tucson Division, third.

This is the way the finish line was crossed in the first heat of the Employees Solicitation contest. It was a driving finish with little space between the three leaders. In fact the issue was in doubt until the last minute and from all indications the Portland Division will have a hard fight to retain the trophy.

The trophy awarded to the Portland Division and to be contested for every three months, was a beautiful silver and bronze shield. The division winning it three times will become the permanent owner. It now rests in the division offices at Portland, but the employees of the other divisions are determined to take it away.

The first race in the contest closed April 1. The next period of the contest dates from April 1 to July 1, 1923. The divisions starting out early to gather points will be in the best positions when June rolls around.

The showing by the Los Angeles and Tucson divisions in their efforts to overtake the Portland Division which obtained an early start in the contest, was nothing short of remarkable. Tucson Division, although it was used out for second place by the Los Angeles Division, rolled up a total of 6,378 points for the month of March, the highest number of points earned by any division in one month. Los Angeles obtained a total of 6151 points for the month and took second place. Both Los Angeles and Tucson divisions deserve a great deal of credit for their determined effort. Portland Division, however, had worked consistently from almost the start of the contest and the steady



Portland Division employees who gathered at Portland April 20 for the presentation of the silver and bronze shield won by the division in the Employees' Solicitation Contest. Below is the trophy presented at that time and to be contested for every three months.

drive instituted by the employees on the northern end of the System bore fruit in victory.

Trophy Presented

The trophy was presented to the Portland Division employees on April 20 at a meeting of employees in the division offices at the Union Station, Portland. The presentation was made by H. A. Hinshaw, Assistant Freight Traffic Manager, acting for both the freight and passenger departments, and the trophy was received in behalf of the employees, by E. L. King, Superintendent of the Portland Division. Telegrams of congratulatory to the employees of the Portland Division were received by Mr. King from L. J. Spence, Director of Traffic, and from Chas. S. Fee, Passenger Traffic Manager.

Mr. Hinshaw, in presenting the trophy, reviewed the outstanding features of the contest and pointed out that the points were awarded on such a basis that all divisions had an equal chance. He said in part:

"It is a pleasant mission that has called me back here today to the city in the state where I spent a considerable part of my long period of service with the Southern Pacific Company. I have come here from San Francisco representing the Traffic Department to award to the Portland Division a suitable emblem in recognition of their achievement in the Southern Pacific Company's employees' business solicitation campaign."

"To Superintendent King and to all of the employees of the Portland Division I extend the hearty congratulations of the Company. I think there is no finer thing in the Southern Pacific organization than the spirit of team work which brought first honors to you in this competition. It is a fine thing to see the management and men working shoulder to shoulder together in a common cause."

"It is coming to be realized generally throughout the great organization that the welfare of the individual employee is definitely dependent upon the welfare of the Company. Anything, therefore, that we as employees and officers can do to increase the prosperity of the Company advances our own interests also."

"The solicitation of business for the Company by employees outside of the Traffic Department is an extra service performed outside of the ordinary limited field of duty. But I want to say to you that it is performance of such extra service as this that calls attention to the value of any employee and is usually an important consideration in leading to his promotion."

"You have won signal honors in a

After Reading Your Bulletin, Pass It Along

Official Score Board

Divisions	March Points	Total to date
Portland	3036	16,759
Los Angeles	6151	15,038
Tucson	6378	13,991
General Office	281	4,636
Coast	563	3,544
Western	522	2,571
Sacramento	35	1,279
Salt Lake	374	725
San Joaquin	223	682
Stockton	25	557
Shasta	...	395
East Bay Electric	41	173

campaign in which our company is vitally interested. Your performance during the first period of the campaign has drawn the attention of the entire organization to you. To Superintendent King and to all of the employees of the Portland Division, I tender the most sincere and hearty congratulations.

Praise Employees

Superintendent King, receiving the shield in behalf of the employees, made a short talk in which he complimented the employees of the division for their energy and determination in the contest, and said that he was proud to be at the head of such an organization.

"It looks as though we will have a hard battle to keep this fine trophy in our possession," he said, "but I am confident that we can do it. Let's show the rest of the divisions that we can not only set the pace at the start but can keep it up to the finish. The matter is in your hands. I leave it there with the utmost confidence in you."

"I could name many employees who have done fine work in this campaign. But I am not going to, for you all have helped."

John M. Scott, General Passenger Agent at Portland, said that the victory of the Portland Division showed that there are no department boundary lines in that territory.

"We are all working to the same end," he said. "The winning of this trophy shows that the operating forces, as well as the traffic forces, are working shoulder to shoulder to bring business to the Company. You of the operating forces are work-

ing for us, and we of the traffic departments are waiting to take orders from you. This mutual co-operation is a fine thing."

Astonishing Results

W. F. Miller, Assistant General Freight Agent at Portland, said that the large amount of business turned in by employees of the operating department was astonishing. He pointed out that he had worked in both the traffic and operating departments during his long service with the Company and found that each department had its own peculiar problems and troubles.

"You in the operating department may think the traffic men have an easy time," he said. "And sometimes the traffic men may think the same thing of your work. But I know both sides and I know that each side of the railroad game has its own difficulties and problems. I think that this employee solicitation campaign has done a great deal to give the traffic men an understanding of the operating department's problems and to give the operating department members an idea of what the traffic men have to do."

"A pleasant smile is the best means of making a friend of a patron and of securing his future business," Mr. Miller said.

D. N. McLaughlin, Master Mechanic at the Brooklyn shops, made a forceful talk in which he said that the operating forces should be just as much interested in the traffic departments as in their own work.

"The showing made by the division," he said, "fully demonstrates the value of co-operation. Co-operation has helped us to make the showing we did in the fuel oil race, more suggestions for reducing the amount of fuel oil used coming from the train department than from the mechanical department."

Joseph Gaines, Agent at Junction

Congratulations

The following telegram of congratulation from L. J. Spence, Director of Traffic, was received by Superintendent King:

AS Director of Traffic of all Southern Pacific Lines I extend my congratulations to you and employees of your division for your successful leadership in employee business solicitation campaign.

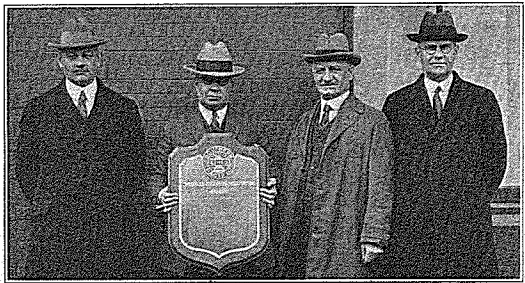
Chas. F. See, Passenger Traffic Manager, wired as follows:

"Please express to employees Portland Division congratulations for excellent showing made in employee business getting campaign and convey my sincere appreciation for the zeal and enthusiasm which put them in the lead and kept them there. Let the same loyalty to the Company and interest in adding to its revenue make Portland Division a large factor in next period of the competition."

City, the last speaker on the program, said that it was evident that the Portland Division will have a hard battle to keep the shield, but that, speaking for the agents, they would do everything in their power to convert all tips into actual business. He said that the agents are dependent, in large measure, on the efforts of their clerks in locating possible business, and that their efforts, coupled with the business located by the operating forces should result in greatly increased business for the Company.

"The agents will do their best to help out the Portland Division in this contest," he said. "There will be no business lost if we agents can help it."

Albert Addington, Collector at Phoenix; E. P. Earhart, Clerk at Fillmore; Victor Howard and G. M. Leslie, Car Distributors at Portland; C. M. Ryan, Yardmaster's Clerk, Nogales; A. B. W. Yall, Car Foreman, Phoenix; Roundhouse Foreman, Albany; C. H. Kochler, Inspector, West Oakland; H. L. McRoy, Floorman, Los Angeles; and R. A. Wilson, Telegrapher at Resburg are a few of the heavy point winners. The detailed list follows:



Speakers at the presentation of the solicitation campaign trophy to the Portland Division. Left to right: H. A. Hineshaw, Assistant Freight Traffic Manager who presented the trophy on behalf of the Company; E. L. King, Superintendent Portland Division, who received the shield in behalf of the employees; John M. Scott, General Passenger Agent; and W. F. Miller, Assistant General Freight Agent.

Addington, Albert, Collector, Phoenix	59 car loads, 1 standing routing order.
Ackerman, C. W., Car Inspector, Maricopa	1 ticket to Colton, 1 ticket to Price, Utah.
Allen, Arthur W., Bay Shore Shops, San Francisco	1 tickets Los Angeles to New York and return, 1 ticket Fresno to New York and return, 1 ticket Sacramento to New York and return, 1 ticket Fresno to New York and return.
Anderson, Dean, News Stand, Los Angeles	1 ticket to Des Moines.
Anderson, E. J., Collector, Oakland	1 ticket to Chicago, 1 ticket to Los Angeles, 1 ticket to McAllen, Texas, 1 ticket to Boston.
Armstrong, Wiley K., Operator, Ontario	1 ticket to New York and return.
Aske, L. J., Conductor, Sacramento Div., Sacramento	1 ticket to Denver and return.
Atkins, C. L., Telegrapher, Pacific Grove	1 ticket to Marysville, Tenn.
Baker, L. J., Dispatcher, Bakersfield	1 ticket to Los Angeles.
Barger, A. A., Conductor, Sacramento, Ore.	1 ticket to Sacramento and return.
Bailey, Harry H., Southern Pacific, Portland	1 ticket to New York.
Bain, Murph, Telegraph Department, Los Angeles	1 ticket to Detroit, 1 ticket to Ashville, N. C.
Baldwin, E. B., Conductor, East Bay Electric Div.	1 ticket to Atlanta, Ga., and return.
Beck, W. H., Southern Pacific Co., Eugene, Oregon	1 ticket to San Diego and return.
Berrington, R. C., Conductor, Pacific Grove	1 ticket to Denver and return.
Biddle, Noble, Clerk, General Passenger Office, San Francisco	1 ticket to St. Louis.
Bouchard, P., Conductor, Coast Division, San Francisco	1 ticket to New York.
Bokill, A. E., Freight Clerk, Monterey	1 ticket to Mason City, Iowa.
Brady, Dick, Conductor, Los Angeles, Niland	1 ticket to Niagara Falls, 1 ticket Santa Cruz.
Breck, F. B., Car Record Office, West Oakland	1 ticket to New York City.
Brennan, J. D., Trainmaster, Coast Division, San Francisco	1 ticket to Butte, Montana, to Berkeley.
Brown, H. L., Extra Gang Timekeeper, Deming	1 ticket to New York and return, 1 ticket to
Brown, Roy H., Conductor, Bakersfield	2 tickets Salt Lake City to San Francisco.
Bundy, Kate Miss, Southern Pacific Co., Bakersfield	1 ticket to Mason City, Los Angeles.
Burgett, W. F., Clerk, Woodland	1 ticket Niagara Falls, 1 ticket Santa Cruz.
Burrows, A. E., Cashier, Cottage Grove, Ore.	1 ticket to New York City.
Butte, Chris, P., Assistant Chief Clerk, Adm. of Misc. Accts., San Francisco	1 car load.
Calma, H. Bruma, San Francisco	1 ticket to Butte, Montana, to Berkeley.
Calma, H. Bruma, San Francisco	1 ticket to New York and return, 1 ticket to
Caldwell, Karl J., Floorman, Los Angeles	3 tickets New York to Los Angeles.
Carnine, Arthur, L., Ticket Collector, Los Angeles	1 ticket to Los Angeles.
Coxon, Wm., Clerk, Bowie	8 car loads, 1 less car load.
Christensen, N. C., Cashier, Junction City	1 ticket to Atlantic, Iowa, 1 ticket to Portland.
Conlin, E. M., Storekeeper, Phoenix	1 standing routing order.
Colman, Irving M., Clerk, Freight Office, 4th & Berry Sts., San Francisco	1 ticket to Kansas City and return.
Clark, Fred, Motor Electric Division, San Francisco	1 ticket to New York.
Compton, G. J., Conductor, Tucson	1 ticket to Des Moines.
Conner, A. S., Clerk, Assistant Auditor's Office, San Francisco	2 tickets Jacksonville, Florida, to Burlington.
Carlson, L. J., Conductor, Los Angeles	1 ticket to Los Angeles.
Conner, John P., Clerk, Local Freight, Los Angeles	1 ticket to Nogales.
Conner, Miss, Information Operator, Oakland Pier	1 ticket to Seattle, 2 tickets to Denver and return.
Cook, Archie, Chief Transit Guard, General Passenger Department, San Francisco	1 ticket to Boston and return.
Copper, L. E., Telegrapher, Santa Clara	1 ticket to Cleveland, Ohio.
Cotton, M. J., Conductor, Los Angeles	1 ticket River Falls, Wisconsin to Mexico.
Curtis, E. B., Train Dispatcher, Bakersfield	3 tickets to Chicago.
Charles, Wayne, Conductor, M. M. Division	1 car load.
Dahlstrom, J. G., Assistant Agent, 4th & Berry Sts., San Francisco	1 ticket to New York.
Davis, S. A., Pension Conductor, Oakland	1 ticket to New York and return.
Dodge, Mrs. C., Ticket Office, Ward St., Berkeley	1 ticket to Reno and return.
Dooley, J. F., Chief Clerk, Albany, Ore.	1 standing routing order.
Dotschman, F. R., Baggageman, Merced	2 tickets to Denver.
Dolan, H. M., Assistant General Manager's Office, San Francisco	1 ticket to Minneapolis.
Donaldson, Dean S., Clerk, General Freight Department, San Francisco	1 ticket to New York.
Dunahugh, L. L., Telegrapher, San Francisco	1 ticket to Jefferson, Iowa.
Dunnagan, J. P., Clerk, Maintenance of Way Department, San Francisco	1 ticket to Norfolk, Va., and return.
Earl, H. L., Operator, Los Angeles	1 ticket to El Paso en route from Cleveland.
Earhart, E. P., Clerk, Fillmore, Cal.	0 standing routing order.
Evans, L. G., Clerk, General Manager's Office, San Francisco	1 ticket to Detroit and return.
Fagan, D. P., Special Accountant Auditor of Freight Accounts Office, San Francisco	1 ticket from England to Redlands.
Farsman, D., Baggage Checker, Los Angeles	1 ticket to Muldren, Redlands, 1 ticket to St. Paul and return.
Fallon, H. A., Clerk, Grants Pass, Ore.	1 standing routing order.
Foss, Miss Pearl, Report Clerk, 1st & Broadway, Oakland	1 ticket to Salt Lake City.
Fugate, Wm., Clerk, Stenographer, D. F. & P. A. Office, Fresno	1 ticket to New York.
Freese, W. B., Rev. Clerk, Los Angeles	1 car load.
Freese, W. B., Rev. Clerk, Los Angeles	1 ticket to Vancouver, 1 standing routing order.
Frey, Geo. D., Special Report, Los Angeles	3 tickets to New York.
Forbes, Wallace, Information Operator, San Francisco	1 ticket to Kansas, 35 tickets to Chicago.
Gager, Jacob, J., Conductor, Los Angeles	2 tickets to Chicago and return, 6 tickets to New York, 1 ticket to New York and return, 1 ticket to Dayton, Ohio, 1 ticket to Springfield, O., and return, 1 ticket to Houston and return, 1 ticket to Mason City, Ia., 1 ticket to Kansas City, 1 ticket to Los Angeles, 2 tickets to San Antonio return, 1 ticket to Denver, 1 ticket to St. Louis, 1 ticket to Washington, Ga., 2 tickets St. Louis return, 2 tickets Johnson, Pa., 1 ticket Thebes, Ill., 1 ticket Worcester, Mass.
Gardner, J. M., Groundman, East Bay Electric Division	1 ticket to Blair, Neb.
Gibson, C. M., Car Foreman, Phoenix	25 tickets to Bethlehem, Penn.
Glockinsie, Chas. A., Dispatcher, Bakersfield	2 tickets to Central City, Nebraska.
Gottredsen, J. B., Conductor, Los Angeles	1 ticket to Chicago, 1 ticket to St. Louis, 1 ticket to San Francisco to Dayton, Ohio.
Greenburg, H. C., Car Foreman, Phoenix	1 ticket to Little Rock, Arkansas.
Grenelle, C. W., Ticket Collector, San Francisco	1 ticket to Denver.
Gross, A. E., Passenger, Oakland	1 ticket to Fort Smith, Ark., 2 tickets to Fresno.
Guckig, F., Gas House Helper, Oakland	1 ticket to Chester, Penn.
Ham, Mrs. Ruth I., Clerk, Eugene, Ore.	1 ticket to Chester, Penn.
Hansen, E. A., Telegrapher, Fresno	1 ticket to New York.
Harriman, H. D., Passenger Director, Los Angeles	1 ticket to New York.
Hayward, Chas. K., Information Bureau, Los Angeles	2 tickets to Boston, and return.
Hick, J. L., Ticket Collector, Los Angeles	1 ticket to New Orleans, 1 ticket to New York, 1 ticket to Iowa Falls, 1 ticket to North Platte, 1 ticket to Cincinnati, 1 ticket to Chicago, 1 ticket to Washington, D. C., 2 tickets to Detroit, 2 tickets to Nashville, 1 ticket to New York and return.
Henderson, T. O., Extra Gang Foreman, Jefferson, Oregon	2 tickets to Athens, Tenn., and return.
Henry, G. A., S. D. & M., Lodi	2 tickets to Portland, Ind., and return.
Herrman, W. J., Dramatist, Motive Power Dept., San Francisco	2 tickets to Portland to San Francisco, 2 tickets to Portland to San Francisco.
Hess, Frank, Information Bureau, Los Angeles	1 ticket to New York, 2 tickets to Livingston, La., 1 ticket to Hot Springs, Ark., 1 ticket to New Orleans and return, 1 ticket New Orleans and return, 2 tickets to Detroit, 2 tickets Chihuahua, Mexico, 1 ticket to Canton, Ohio.
Hopkins, John, Assistant Foreman, Oakland Pier	2 tickets to New York to Oakland.
Hortman, G. A., Clerk, Freight Dept., Los Angeles	1 ticket to Chicago.
Houghton, F. L., Cashier, Eugene	1 ticket Syracuse, N. Y. to Portland, 1 car load.
Howard, S. L., Conductor, Los Angeles	1 ticket from El Paso to Los Angeles, 35 tickets to Toluella, Miss.
Howard, Victor, Car Distributor, Portland	9 car loads.

Team Work Wins Traffic Award

Superintendent King Commends Keen Interest of Employees in Business-Getting Campaign

By E. L. KING, Superintendent Portland Division.

WINNING of the handsome trophy by the Portland Division in the first period of the Employees Business Solicitation Campaign is due to a high degree of interest in the welfare of the Company and close co-operation between employees of the operating and traffic departments.

Starting with the opening of the campaign, circulars have been issued periodically indicating the standing of the various divisions and departments and urging activity among employees to uphold the Portland Division in its standing among the leaders in obtaining more business, for the company.

Each month a circular was issued showing the standing of the Portland Division, which kept the employees in the campaign. In addition, on receipt of each business tip, a letter of acknowledgment and thanks was sent to the employee submitting it urging him to send in more tips. In practically every case the employee responded with another tip and often with several.

Always on Alert

As evidence of the interest manifested, tips came by card, by letter, by wire and by telephone, from employees in every department advising of prospective passengers—friends, relatives and others going to eastern or local points; and of prospective movement of freight shipments. In many instances employees realizing the necessity for quick action in soliciting for a certain shipment or routing of a certain passenger, notified our Traffic Department by telephone, or telegram, of the prospective business, and our solicitor was enabled to get in immediate touch with the patron and secure the business against competitors.

Car distributors in receiving car orders, have made it a practice to scrutinize them closely as to routing, and in cases where the routing was not favorable to our company, the General Freight Agent is advised immediately by wire or telephone, and the business tip card forwarded to the Superintendent in confirmation. As a result, our Traffic Department was successful in having routing changed via Southern Pacific long haul, when the car order originally specified adverse routing.

Many standing routing orders, and routing orders for carload shipments were obtained by station employees and trainmen. An outstanding feature of the campaign, is the work of two station baggagemen in obtaining standing routing orders from traveling salesmen, who arranged with them

for movement of their baggage and sample trunks. Another feature worthy of mention is the work of local freight conductors in soliciting for movement of carloads, routed adversely against our line.

Freight Conductor on Job

One particular instance called to mind, is where a local freight conductor picked up a carload of lumber destined to an eastern point, and noting that that the shipment was routed via a northern line, courteously called the attention of the shipper to the fact that the Southern Pacific had furnished one of its cars for the shipment, and was giving them good service in furnishing equipment promptly to his mill, therefore it seemed to him that the Southern Pacific was entitled to the long haul on this shipment. The shipper, upon reflection, agreed with him and changed the routing. Several instances also occurred where conductors, upon failure of their own personal solicitation, notified the General Freight Agent, or District Freight and Passenger Agent by wire with the result that the business came our way.

One agent at an important station organized employees of all departments, including roundhouse and car department employees, into one little district embracing his station. All tips were first sent to him, where they would receive immediate attention with respect to solicitation at his hands and if he was not able to secure the business they were promptly forwarded to the proper traffic department representative for further action.

The Railroadman

A RAILROADMAN, above all other individuals, should be proud of his occupation. Great responsibilities are resting on him. When he forgets, dire distress may follow. The lives and the treasure and the happiness of a vast number of people are in his keeping.

No matter how menial his occupation, he has an opportunity for serving the public which few people have, and within a few years the consciousness has come to humanity that the highest ideal of every good man is to be a public servant.

—Elbert Hubbard

If a record had been kept I dare say it would show that this station contributed a higher number of points towards the Portland Division score than any other station on the division. It speaks well for the little organization and their interest and method of getting business. I can not help from complimenting very highly, the work of one of our roundhouse foremen who has sent in tips on movement of a large number of carload shipments of a certain wood working plant located in his home town. He has developed some method of obtaining a line on their prospective shipments and their orders, and I do not doubt that as a result of his tips the company is getting a very large share, if not all, of the business of this concern that can possibly be routed by Southern Pacific lines. The car foreman at this same point has also sent in a large number of very valuable freight tips.

I wish space would permit me to relate the experiences of all our employees who have contributed to the success of the Portland Division in this campaign. However, I can only say that each and every employee is interested in obtaining more business for the Company, and thus contributing their share towards the prosperity of their employer and its employees.

Answer To Critic

The statement was made in a recent issue of The Bulletin by an employee of another division, to the effect that the Portland Division had its business handed to it on a silver platter, and that none of the business originating here was competitive. The contrary is true. As a matter of fact, all of the business originating in Oregon is highly competitive. The lumber business, which is our greatest asset, moves in competition with both rail and water lines. In the Willamette Valley there is competition with three other railroads in connection with northern lines on eastern lumber shipments, and all of the northern lines entering Portland, are very active in their solicitation for shipments of lumber, as well as other commodities to eastern points. Also lumber shipments destined to California and other Pacific Coast, as well as eastern coast points, move in keen competition with the boat lines. Some of the larger lumber companies operate their own boat lines. At some points where we have no competition by rail or water, competition by truck and bus lines keep our employees on the alert.

I can say for the employees of the Portland Division that we are very proud of our achievement as business getters, and we realize that the friendly rivalry existing between other divisions and departments, will behoove us to do as well, and possibly better, in the future months in order that this handsome trophy will be retained permanently on our division. We have every confidence that it will be.

S. P. GOOD SERVICE LEAGUE EVENING BIG SUCCESS

One of the most enjoyable social evenings ever held by the Southern Pacific Good Service League was attended by several hundred employees and their friends on April 11th at San Francisco.

Vice President Paul Shoup was the principal speaker. He expressed himself in hearty accord with the movement of bringing members of the Southern Pacific family together in close association.

The entertainment program was exceptionally good. The San Francisco Freight Station orchestra, under the direction of J. Fuery, favored with two overtures; Miss Juanita Clifford, also of the Freight Station organization, sang two numbers; John Stevenson, Auditor Freight Accounts office, recited "St. Peter at the Gate," and Jos. Boardman, Duplicating Bureau, introduced his most recent frugal musical instrument which he has named "Fairy Bells."

This was the first meeting presided over by the newly elected officers, and President L. C. Ions urged the employees to give the club their wholehearted support in its efforts to promote a closer acquaintanceship among Southern Pacific men and women in the San Francisco Bay district.

Following the entertainment program the floor was cleared for dancing. Music was furnished by Walter C. Fell's orchestra.

At a recent meeting of the Executive Committee, the following committees were appointed to serve during the ensuing year:

Executive Committee: G. L. Christie, Auditor Passenger Acct's office, Chairman; A. Campbell, Third Street Station; Wm. Carr, Ferry Ticket office; E. L. Member, Executive Department; W. J. Smith, General Manager's office; C. R. Winore, Clerk to Freight Traffic Manager; and G. C. Patterson, Executive Department.

Entertainment Committee: A. Greenbaum, Auditing Department, Chairman; Walter Fell, Passenger Department, Vice Chairman; G. F. Zurigen, Auditor Passenger Accounts office, Secretary-Treasurer; Miss M. A. Field, Miss M. Gibson, W. Millington, E. Rosner, Wm. Goul, and J. Nesmer, of the Auditor Freight Accounts office; A. Plunkett, Commissary; S. H. Lewis, Auditor Equipment Service Accounts bureau; G. Kerby, Freight Claims; M. L. Collins, Treasury Department; Miss E. G. Hammond, Freight Traffic Dept.; T. H. Winkler, General Baggage office; C. E. Petersen, General Passenger office; S. Balzer and W. J. Gernand, Executive office; Miss E. Kennedy, General Store Dept.; Miss V. Rafferty, Telegraph and Telephone Dept.; Miss L. Brazil, Purchasing Dept.; Loyal Hume, Duplicating Bureau.

Athletic Committee: H. D. Swanson, District Freight office, Chairman; H. Held, Auditor Passenger Accounts office, Vice Chairman.

Membership Committee: J. J. Hastings, Auditor's office, Chairman.

Publicity Committee: L. G. Peterson, Bureau of News, Chairman.

Advisory Committee: T. Louis Chess, P. Doughterty, J. Morris, and Miss L. Pechner, Corresponding Secretary.

The tramp (at the back door)—"Lady will you please give me a glass of water, I'm so terribly hungry that I don't really know where to spend the night."—Paris Le Rire.

"Momus Special" Carries Boosters



Miss Ruth Roland, motion picture star, and F. S. McGinnis, General Passenger Agent of the Southern Pacific, are shown above as the Momus Special was about to leave Los Angeles on April 8.

A PARTY of 100 passengers, including representatives of American Historical Revue and Motion Picture Exposition, to be held in Los Angeles during July, made the trip from Los Angeles to New Orleans on the "Momus Special" excursion of the Southern Pacific Company. The excursionists left Los Angeles April 8 on a special train operated as the second section of the Sunset Limited and arrived in New Orleans on April 10. After some time spent in sightseeing, the steamer Momus was boarded the following morning for the delightful sea voyage to New York.

Miss Ruth Roland, heroine of many film serials, and Garrett Graham represented the Revue and Exposition on the trip and at each stop between Los Angeles and New Orleans Miss Roland held an informal reception on the observation platform, delivering invitations to public officials to attend the opening of the exposition on the night of July 2.

The train was also equipped with a radio broadcasting and receiving set which was operated by L. C. McIntosh of the Telegraph Department of the Southern Pacific and Major Frank Creswell, Radio Engineer, of the Western Research Radio Laboratory.

A special Southern Pacific radio program was broadcasted from the Los Angeles Examiner station just before the "Momus Special" departed from Los Angeles. The program, which won much commendation, was

heard by passengers on the train, as well as by persons "listening in" at thousands of receiving stations in the West.

The program was arranged by Mr. McIntosh and was participated in by Misses Laureta Brown, Eva Ballard, Fern Cole and Beulah Lilly, Mrs. E. Carey, C. C. Hall, Herbert Lilly and Josiah Lyons. All are employees of the Southern Pacific's Telegraph Department at Los Angeles, with the exception of Mr. Lilly and his sister. Mr. Lilly is file clerk in the office of T. H. Williams, Assistant General Manager.

Representatives of both the Passenger and the Operating departments between Los Angeles and New Orleans did much to assure the success of the special excursion.

On the train special menus of delicious Southern dishes were prepared by the Commissary Department. During the opening of the exposition on the night of July 2.

Passenger—"I say, engineer, what is the average life of a locomotive?" Engineer—"Oh, about thirty years, sir."

Passenger—"I should think such a tough-looking thing would last longer than that." Engineer—"Well, perhaps it would, sir, if it didn't smoke so much."—Stockton Record.

After Reading Your Bulletin, Pass It Along

Southern Pacific Bulletin

PUBLISHED MONTHLY by the SOUTHERN PACIFIC COMPANY, BUREAU OF NEWS

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K. C. INGRAM, Editor

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EIGHT pages are added to this number of the Bulletin to take care of an unusual press of timely material. The enlarged size is for this month only.

It is our privilege this month again to honor the Southern Pacific men and women who have been honorably retired after many years of faithful service.

These veterans belong to a colorful pioneer era dating in general from May 10, 1869 when the golden spike joined our Central Pacific line with the Union Pacific at Promontory Point, Utah, to form the first transcontinental railroad route. Within the span of their service with this Company they have seen railroading, crude and primitive in the beginning, develop its present highly specialized and efficient methods. At the same time they have witnessed no less startling progress in the territory served by our lines. They have contributed to the development both within and outside of the Company.

Our veterans are a hardy, unstanding type of citizens. In the course of their long service they have endeared themselves to hundreds of their fellow employees. They have our affectionate respect. They have the respect of the communities in which they live. We are glad to pay them the homage that they deserve as builders of the West.

FROM the maze of argument, opinion and statistics that went into record during recent railroad consolidation hearings, two facts stand out clearly and in bold relief:

That the railroad and the public it serves are mutually dependent upon each other; and

That only a strong railroad may be expected to give good service.

The hearings showed how closely the railroad touches the lives of the people—how finely the intricate ma-

Rates Should Anticipate Economic Changes

Following is from report submitted to last convention of the Investment Bankers' Association of America by its committee on Railroad Securities.

WHILE our policy toward the carriers, as exercised through governmental agency should be definite and permanent, so far as possible, it should at the same time permit sufficient flexibility of administration to allow control of rates and other transportation matters to anticipate changed economic conditions.

Instead of attempting to adjust rates to a level aiming to hew as close to the line of confiscation as would stand the test of a court review, it would seem more consistent with sound policy to permit the carriers to earn a surplus in good times, in order that they may be able to reduce rates in bad times, with the hope of encouraging a revival of trade.

Again, so long as private enterprise is looked to for the development of transportation facilities, the carriers must be permitted to earn sufficient to make railroad investment attractive. This they cannot do unless they be permitted to earn a surplus in good times sufficient not only to carry them through poor earnings in bad times, one year with another, but also to build up a reserve. This is no more than any commercial enterprise is entitled to.

chinery of the transportation system is adjusted to meet in the most practical way the needs of shippers and travelers. The hearings further indicated the extent to which the railroad depends upon sympathetic understanding of its problems by the general public. For us as Southern Pacific employees the chief point in this connection is the importance of making friends for our Company, friends who will come to its defense in time of need and who will help us explain its problems to the public at large.

The men who testified at the consolidation hearings were either experienced railroad men or traffic experts representing big industrial companies or associations. They knew what they were talking about. And they were unanimously of the opinion that

financial strength was the first consideration in any railroad system.

Only a strong railroad can give good service. If a railroad is starved by inadequate rates and burdened with unjustified expenses it can neither give good service to the public nor provide satisfactory employment for any considerable number of persons.

THE hundreds of communities where Southern Pacific employees live are taking a keen interest in the series of articles on home owning that are appearing in the Bulletin. These articles provide additional evidence that Southern Pacific men and women make a sound, substantial element in the social and industrial life of the West. They add stability to the cities and towns in which they reside. It is significant the big percentage of Southern Pacific employees who are owners of homes.

Pertinent Paragraphs

"There is a co-partnership between the railroads and the farmers that was not perceived a few years ago. It is well known now that the surely partners, and you can not separate them; they are dependent upon each other; more interdependent than any two I know of."—E. O. McCormick, Vice President Southern Pacific.

"I know of no problem exceeding in importance this one of transportation. Government ownership does not offer the cure. It was government ownership that brought us to the very order of things against which we now rebel, and we are still liquidating the cost of that supreme folly."—Dr. Frank Crane, in "The Globe," New York.

"Eat moderately; sleep at least seven hours a night with windows open; take regular exercise in the open air every day; use no stimulants; enjoy all natural delights without excess in any; and keep under all circumstances, as serene a spirit as your nature permits."—Chas. W. Eliot, President Emeritus, Harvard University.

"Costly highways ought to be made to serve as feeders rather than competitors of the railroads, and the motor truck should become a coordinate factor in our great distributing system."—President Harding.

"Railways are the red blood corpuscles of commerce, and we suffer from commercial anæmia every year because they are starved."—Herbert Hoover.

"No man can learn to enjoy life until he first learns to enjoy his work."—B. C. Forbes.

Individual Effort the Hope of the World

Vice-President Paul Shoup Tells Members of the Southern Pacific Good Service League That Making Friends Is a Personal Duty

MAKING friends and the development of individuality are necessary to preserve modern civilization. Vice President Paul Shoup told the Southern Pacific Good Service League at its meeting held April 11 in San Francisco. In dealing with the problems of a complex age, he told his hearers, society has created forces which, like Frankenstein's monster, might destroy its creator unless adequately controlled and directed. Individual effort must supply this control.

He said, in part: "I think that among all the rewards that come in this life there is none more worth while than the feeling of enduring comradeship that grows out of a lifetime of association. The older we get, the more we appreciate such friendship.

"A man without friends finds nothing in life worth while. During the thirty years that I have belonged to the Southern Pacific family I have met a great many people in almost many walks of life, those without money and those with a great deal of money; those who had money and did not know what to do with it; those who had money and did know what to do with it; those who had poverty and made a blessing of it; and those who found nothing but distress in poverty.

"But in all these walks of life I have not found that any business standing, any possession of wealth, or any particular lack of what we call position in this world has made or marred the happiness of anyone in itself. I know some very miserable millionaires with whom no one in this audience would trade places. I know of course on the other hand many to whom poverty has been a curse. But there is one thing that endures all through, among rich and poor, among those of great activities, and those whose activities are less widespread. This one thing, which endures and is always worth while is comradeship. If we have no friends we certainly have nothing worth while.

Act in Groups

"We have found that relationship between man and man is such that it is necessary to act in groups." Although a great deal of the business of the world is carried on by these groups, he pointed out, people still think individually. He continued:

"We are in an age of association where everything is carried out through group action of one kind or another. But, let me again say that the individual need not feel himself or herself submerged within that activity. Because, after all, somewhere, in some one head, every idea has to be born. People do not think collectively. They think individually. But in this complex civilization they must act in a very considerable way collectively and yet, paradoxical as it may sound, there never was a time in the history of the world when individual thought, individual relations, individual instruction, were so essential not only to individual happiness but to the welfare of the entire world. There was never a time when everyone should feel his individual responsibility more than at this time."—Paul Shoup.

People do not think collectively. They think individually, but in this complex civilization they must act in a very considerable way collectively and yet, paradoxical as it may sound, there never was a time in the history of the world when individual thought, individual relations, when individual instruction, are so essential not only to individual happiness but to the welfare of the entire world. There was never a time when anyone should feel his or her individual responsibility more than at this time.

"These new forces that we have set loose, that have become a part of our daily life; these forces such as those that have resulted from harnessing the streams of the Sierra Nevada mountains, and bringing those streams down to this coast and setting to work machinery many thousands and thousands of times greater in power than the individual power of any group of men insofar as physical effort are concerned; these forces that have conquered the air, whether in flying through it, seeing through it, or hearing through it, that have conquered the depths of the seas, well—the great forces are very apt to overwhelm civilization unless somebody—and by that somebody I mean every intelligent man or woman in this country or in this world—is steadfastly taking unto himself or herself the obligation of citizenship. This is the realization that they have not only

something to expect from the world but that something to give the world, and that along with the rights to be guarded go the obligations of guardianship."

The speaker declared that an appreciation of individual responsibility would lead to the development of constructive thought which would be followed by constructive action.

Constructive Action

"There is, I think above all things lacking in many of the people of the United States, constructive thought and constructive action. We have a great many people who are willing to find fault, and they are in all classes and in all ranks. We have demagogues in the Congress of the United States today who are quite willing to play upon these passions and prejudices that arise from inequalities that are incidental to the human family and its relations. And when in an upset time like this they find the freest play for their activities, and find perhaps the most willing audience, it becomes the more necessary that every one of us should realize a direct personal responsibility to think this thing over, what this human relationship is, and what our obligations of citizenship are, and see what we can do to straighten out anything that is wrong, and to stand firm against the assaults made upon what is after all the greatest civilization that the world has known."

He discussed business obligations and the obligation each man owes to himself to do today's work so that he would be more useful to the world tomorrow. He also discussed social relations and pointed out that under the present form of civilization, with rapid transit both in travel and in communications, the opportunity to make friends and acquaintances was very much greater than it had ever been before in the world, and that inasmuch as association brings understanding the obligation exists to make the most of the many opportunities for social contact. The person that does not know his fellowmen, he said, is not much use in society. He enjoined on his hearers the importance of taking a constructive part in politics. He concluded:

"I have talked longer than I intended on this subject, and yet it seemed in keeping with what you are trying to do in organizing a group that will have constructive action as its object to serve rather than be served, to make yourselves strong by doing something that is worth while for other people rather than to make yourselves weak by pointing out how much other people ought to do for you."

People Act in Groups But Think as Individuals

"WE are in an age of association where everything is carried out by group action of one kind or another. Let me again say that the individual need not feel himself or herself submerged within that activity. Because, after all, somewhere, in some one head, every idea has to be born. People do not think collectively. They think individually. But in this complex civilization they must act in a very considerable way collectively and yet, paradoxical as it may sound, there never was a time in the history of the world when individual thought, individual relations, individual instruction, were so essential not only to individual happiness but to the welfare of the entire world. There was never a time when everyone should feel his individual responsibility more than at this time."—Paul Shoup.

NEW TRAIN "PADRE" FOLLOWS HISTORIC TRAIL

Los Angeles and Bay District
Now Connected By Eight
S. P. Trains Daily

SOUTHERN PACIFIC now has eight pairs of passenger trains a day in service between the San Francisco Bay district and Los Angeles, a new train, the "Padre," having been inaugurated April 15, 1923. This train runs from Oakland to Los Angeles via the Coast Route and is a companion train to the "Lark," matching that famous train in equipment and speed.

The "Padre" is designed to relieve the "Lark" of the press of traffic that has made it impracticable to add further cars and still maintain the highest standard of service. It will be an especial convenience to the people of Oakland and the East Bay region, giving them a direct Coast Line train to Los Angeles. It is also a recognition of the increasing amount of traffic between Oakland and Los Angeles.

The inauguration of the new train attracted wide public attention, especially at Los Angeles and Oakland, the starting points. The train was placed on exhibition in both cities the day before its first trip and was inspected by thousands of visitors. The trains were fully equipped as though ready to start any minute on their runs, with full crews at their posts and with engines under steam. Officials of the Chambers of Commerce of the two cities expressed themselves as being highly gratified at the inauguration of the new train and the Oakland Chamber of Commerce invited East Bay civic organization officials and city officials to inspect the train which is to give Oakland travelers fast service to Los Angeles via the Coast Route.

At Los Angeles the "Padre" was taken to the historic old Mission San Gabriel Arcangel and officially christened, the Mission Players taking a prominent part in the ceremony. The five train, surrounded by the Mission Players in their costumes as Indians and Friars made a very picturesque scene.

Best of Equipment

The "Padre" has the very highest type of equipment, carrying a combination buffet-luggage car, a dining car, two sixteen-section sleeping cars, an "all room" car of seven compartments and two drawing rooms, and a six compartment observation car.

The "Padre" leaves Oakland and Los Angeles at 8:05 p. m., daily, the 7:40 p. m. ferry from San Francisco making the connection with "Padre" at Oakland Pier. The southbound, arrives at Los Angeles at 9:35 a. m., and northbound reaches Oakland Pier at 9:47 a. m., and San Francisco at 10:10 a. m. To better serve



Scene at christening of the "Padre" at Oakland, Calif. Left to right, on platform: Miss Vera Schuyler, Mayor Davis of Oakland, Miss Elizabeth Alsbaugh, Mayor Otis of Alameda and Chief of Police James Drew of Oakland. Below Harrison B. Robinson, Miss Vera O'Brien, Chas. S. Fee, Traffic Manager, Southern Pacific.

Oakland and Alameda residents the train stops at the First and Broadway station, Oakland, and at Fruitvale. The new train's name, the "Padre," is one that will identify it as a representative California train, and it is believed it will become as well known as other Southern Pacific's famous trains, such as the Shasta, the San Francisco Overland Limited, the Lark, the Owl and the Sunset Limited.

The name is also especially appropriate since the train going by way of the Coast Route as it does, follows the path of the early Franciscan fathers who blazed the trail from Los Angeles to San Francisco as shown today by the Missions along El Camino Real. The missions located along the Coast Route followed by the "Padre" are Missions San Jose, Santa Clara, San Juan Bautista, Nuestra Señora de las Soledad, San Antonio de Padua, San Miguel, San Luis Obispo de Tolosa, Santa Ynez, Santa Barbara, San Buenaventura and San Fernando Rey de Espana.

Souvenirs of the new train were

Unique Announcement

An interesting incident in connection with the inauguration of the new train took place in Oakland the day the train was on exhibition, when Manuel Sousa, janitor at the offices of the East Bay Electric Division, on his own initiative, took measures to call attention of the public to the new train. Sousa, who is a leader among the Portuguese residents of Oakland, had in his possession a number of rockets left over from a Portuguese celebration. He obtained a permit from Chief of Police Drew of Oakland to fire off the rockets within the city limits and the day the "Padre"

was placed on exhibition he shot them into the air at regular intervals from a point near the train, thus apprising his fellow citizens that something of more than usual interest was going on.

"Inauguration of our new train, the 'Padre,' is just like bringing a new industry to California, because it means a large investment and increased expenditures here," said J. H. Dyer, General Manager.

"It will cost the Southern Pacific close to a million dollars a year to run the 'Padre' between Oakland and Los Angeles. This is money paid out each day for wages, fuel, and other items and directly or indirectly is a stimulus to all lines of business. In addition the equipment allocated to this train represents an investment of about \$750,000.

"To add the 'Padre' to our train service means operating additional train each way daily between Oakland and Los Angeles. Four locomotives are used each day in these runs, and these locomotives represent an investment of nearly \$300,000 alone. The new trains carry the highest type of equipment, each train carrying a buffet-luggage car, two sixteen-section sleeping cars, an all-room car of compartments and drawing rooms, a dining car and a compartment-observation car. This is a minimum of twelve cars used in the two trains. This represents an investment of nearly \$450,000 more."

PENSIONERS' DEATHS

Joseph F. Bertagna, Watchman, Motive Power Department, Sacramento Shops, who was retired November 1, 1916, with 35 years 1 month's service, died at his home in Sacramento on March 3, 1923, at the age of 70 years 2 months.

John Dwyer, Special Officer, who was retired September 1, 1922, after 23 years' service, died at his home in San Francisco on March 3, 1923, at the age of 71 years 9 months.

Chris Murray, Chief Stevedore, Los Angeles, who was retired August 1, 1915, with 26 years 11 months' service, died at his home in Los Angeles on March 3, 1923, at the age of 61 years 8 months.

Chas. H. Ball, Locomotive Engineer, Western Division, who was retired September 1, 1919, with 50 years 6 months' service, died at his home on March 5, 1923, at the age of 74 years 3 months.

Joseph P. Thorne, Locomotive Engineer, Los Angeles Division, who was retired August 1, 1916, with 44 years 9 months' service, died at his home in Los Angeles on or about March 28, 1923, at the age of 71 years 3 months.

Twenty-seven railroads of the United States, whose aggregate mileage is about 95,000 will spend \$350,000,000 in 1923 for equipment and improvements, according to the Railway Age

Movies Along the S.P.

FROM the car window of a Southern Pacific passenger train may be seen the greatest of all movie pictures.

The film may be miles and miles or as short as we please and is purely a by-product, costing the observer nothing at all. The mechanic, the engineer, or the farmer may study his profession by means of the most primitive and one of the best methods of acquiring knowledge—picture writings. The geologist may study rock formation and the features of mountain valleys and plains, varied by charming visions of alluring maids with mouths full of clothes pins, hanging out the family wash. The botanist, the naturalist, or the little child may find delight and profit all at one and the same time.

What other movie can do this? The marvelous skill of a great artist merits and calls forth our deepest admiration but the landscape, the flowers, the animals, and the actors and actresses of our railroad screen are realities and unsurpassable.

When business or pleasure takes us south we can have the mystic and indefinite longings that always come to those who look out across the somber sea and listen to the endless murmur of the surf.

Who has not heard of the lure of the desert? If the season is right you will wonder at the designation, for the view is a boundless riot of color, a marvelous flower picture framed in the purples and browns of the distant mountain ranges. The purple sage, the metallic sheen of the creosote bush, the nigger heads protected by interlacing savage thorns, ready to yield their life-saving juice to the lost and thirsty traveler.

Did you know that the Yucca or Joshua tree, the most interesting and striking object on our desert screen, presents one of the most marvelous of nature's adaptations in the struggle for reproduction? A little butterfly collects pollen from the staminate flower, makes it into a ball and drops the ball into the deep mother flower. In no other way could the embryo seeds of this remarkable tree be fertilized.

North we may see the cathedral-like spires of the castle crags and the sunbaked Mt. Shasta with its pure white apex lost in fleecy clouds. The loops and tunnels of that great feat of railroad engineering transport us over the scenic Siskiyou and down into the sunny Oregon valleys.

East we wind our way up the grand Sierra range with a view of that twisting silver thread, the American River far below. In winter the snow scenes are unsurpassed and we can look down on that gem of the mountains, Lake Donner, and on our

GENERAL OFFICE 'VAMPIRES' WIN BASEBALL GAME

The Southern Pacific "Vampires" baseball team, composed of employees from Auditor of Passenger Accounts and Auditor of Equipment Service Accounts Departments at the General Office, defeated Ray Killians' "Bushrods" at Bay View Park, Oakland, on April 14th, by a score of 14 to 0. The "Vampires" are rapidly rounding into shape and are planning to give other departmental teams in the General Office a run for the "championship."

Line up of the S. P. team: Lewis, ss; Hudgins, 2b; Higgins, cf; Bette, c; Hunrick, 1b; Sullivan, rf; Burke, 3b; Chaffet, p; Flemer, lf.

PRIVATE RAILWAY CONTROL FORESEEN IN EUROPE

Government owned railroads in three of the principal countries of Europe are registering returns on the red ink side of the ledger and complaints of poor service are prevalent, according to recent editorial comment in the San Francisco Chronicle.

Travelers in Italy say that the railroad service is the worst in the world," says the editorial. "The huge deficit in operation is driving Italy to bankruptcy. Premier Mussolini says that the roads shall go back to private control at the very earliest moment it can be accomplished."

The French privately owned roads are said to be paying dividends. Those operated by the French Government have regular deficits. Before the war the state-owned railroads of Germany earned money for the treasury. Since the country became a democracy the deficits are colossal.

In all those democracies the Socialist demand for government ownership and operation of railroads was and is that a greater number of the "proletariat" may subsist upon the revenues, including that part contributed by the taxpayers. Mussolini, having been a Socialist, must have then shared that desire. Now, having been cured and charged with responsibility for national welfare, he proposes that the roads shall go back to private ownership and operation by the shortest route. The majority of the Italian railroads have been state owned for many years. How the Premier is to get his countrymen out of their scrape is not stated.

mental visions of its heart-grIPPING tragedy of long ago.

Go as far as you like, my movie goes with us, endless and ever-changing. How true it is that the things most easily within our reach are often the least considered.

By E. A. Hardy
Oakland, Calif.

After Reading Your Bulletin, Pass It Along

FUEL SAVING CHAMPIONS GET PRIZE TRIP



Engineers and Firemen chosen one from each division of the Pacific System to attend the convention of International Railway Fuel Association at Cleveland, in recognition of their efficient work in fuel oil economy, are shown above with J. N. Clark, Chief Fuel Supervisor and President of the Association.

TWENTY-TWO engineers and firemen, one from each division on the Pacific System, have been selected as delegates from the Southern Pacific to attend the annual convention of the International Railway Fuel Association to be held in Cleveland, May 21st to 24th.

The trip will afford the engineers and firemen an opportunity to further broaden their knowledge of the subject of fuel economy.

Representatives will be paid for all time lost as a result of making the trip and all expenses will be paid by the Company.

J. Kruttschnitt, Chairman of the Executive Committee, Southern Pacific Company, will deliver the principal address at the convention. J. N. Clark, Chief Fuel Supervisor and President of the International Railway Fuel Association, will be in charge of the Southern Pacific party.

S. P. BASEBALL LEAGUE IS FORMED AT OGDEN

A Southern Pacific Baseball League has been organized at Ogden with Superintendent W. L. Hack, President; H. C. Spracher, Vice President; and J. L. Parkinson, Secretary and Treasurer. Four teams will represent the Superintendent's Office, Master Mechanic's Office, Store Department and Shops, and a schedule of games to extend over the season is now being arranged. It is the intention for each team to play at least two games a week and in addition to the regular league schedule, games will be arranged with outside teams.

Considerable enthusiasm has been shown over the organizing of the League and the prospects are that a season of good, snappy baseball is in store for the fans at Ogden. Some very good material has already been discovered and the various teams show promise of each one being able to put up a strong fight for the league championship.

The teams are receiving liberal financial assistance from employees in all departments and it is hoped sufficient funds may be derived to purchase complete outfits for the teams.

In addition to the officers of the League, the following managers and captains compose the Executive Board:

Manager Danis and Captain Paine, Superintendent's Office; Manager Kelliher and Captain Young, Master Mechanic's Office; Manager Wilson and Captain Thurston, Shops; Manager Van Drimlin and Captain Murray, Store Department.

Games may be arranged with any of the teams in the League by addressing H. C. Spracher, Superintendent's Office, Ogden, Utah.

DISTRICT FUEL MEETINGS TO PROMOTE ECONOMY

As a means of stimulating interest in fuel economy matters, the International Railway Fuel Association, of which J. N. Clark, Chief Fuel Supervisor of the Southern Pacific, is President, is stimulating interest in the holding of periodical meetings in the principal railroad centers of the United States through the organizing of district chapters. Twenty-seven chairmen have been appointed by Mr. Clark and district fuel meetings are being held throughout the country.

The chapter in San Francisco is known as Golden Gate District Fuel Committee and two interesting meetings have been held at which the railroads in that territory were represented. R. J. Clancy, Assistant to General Manager, is District Chairman; Geo. McCormick, General Superintendent Motive Power, Vice-Chairman; and S. H. Bray, Fuel Supervisor, Secretary.

District committees were authorized by Mr. Clark at Los Angeles, Salt Lake City, Denver, Portland and Seattle, while the others, making up a

LEADERS IN SAVING FUEL OIL

SUPERINTENDENTS have announced their selections for the February Honor Roll which includes engineers who excelled in the conservation of fuel oil during that month.

The showing of these employees in so ably assisting the Company in economizing during February, was made in the face of strong competition, and indicates close study and attention to all details leading to efficient locomotive handling.

Selections for February Honor Roll follows:

WESTERN DIVISION

Engineers	Address	Firemen	Address
J. A. Lantz	Oakland	W. S. Langston	Oakland
R. G. Calver	Oakland	M. Mullen	Oakland
T. M. Stine	Oakland	A. J. Leiser	Oakland
H. T. Cook	Oakland	H. J. Wright	Oakland
P. Hober	Oakland	E. J. Wilcoxon	Oakland
SACRAMENTO DIVISION			
W. Cole	Sacramento	W. E. Smethurst	Roseville
C. Grant	Sacramento	R. C. Shuler	Sacramento
F. S. Hickman	Sparks	A. F. Spanger	Roseville
A. DeCosta	Sacramento	R. A. Pepper	Roseville
Wm. J. Hull	Sacramento	E. D. Lowell	Sacramento
SALT LAKE DIVISION			
D. J. Dakin	Sparks	J. J. Lucey	Sparks
H. A. Kimmel	Imley	J. L. Keilly	Imley
I. R. Cunningham	Sparks	A. C. Everett	Sparks
E. S. Cagwin	Sparks	B. E. Eager	Sparks
R. F. Leslie	Sparks	W. E. Edsall	Sparks
G. L. Ware	Montello	R. J. Anderson	Montello
A. H. Middle	Ogden	J. C. Rush	Ogden
P. E. Davis	Ogden	G. W. Culver	Ogden
F. K. Birdsall	Carlin	D. Wolcott	Carlin
SHASTA DIVISION			
R. A. Moore	Dunsmuir	W. H. Oakes	Dunsmuir
F. P. Webster	Dunsmuir	E. M. Grable	Dunsmuir
H. Wenz	Dunsmuir	E. Masters	Dunsmuir
G. B. Clark	Dunsmuir	W. R. Reid	Dunsmuir
F. A. Tolman	Dunsmuir	R. F. Wilson	Dunsmuir
PORTLAND DIVISION			
D. J. Gawler	Roseburg	W. Leonard	Roseburg
S. D. Willis	Roseburg	A. D. Jackson	Roseburg
A. Spalinger	Portland	G. A. Gilmore	Roseburg
E. Laing	Portland	C. A. Meyers	Roseburg
H. N. Mooney	Brooklyn	R. Sahli	Portland
COAST DIVISION			
R. B. Hollings	San Luis Obispo	F. Sholes	San Luis Obispo
A. P. Constantine	San Jose	W. F. Kuhl	Salinas
C. G. Elder	San Francisco	B. W. Worth	San Francisco
E. Schiller	San Francisco	E. A. Duncanson	San Francisco
J. C. Duval	San Francisco	A. H. Sauer	San Francisco
STOCKTON DIVISION			
H. E. Schroeder	Tracy	E. E. Wiley	Tracy
J. I. O'Leary	Fresno	W. G. Gaudin	Tracy
L. D. Host	West Oakland	O. H. Lea	Fresno
M. A. Watson	Stockton	C. Kestler	West Oakland
J. Hogan	Stockton	C. A. Miesner	Tracy
SAN JOAQUIN DIVISION			
R. Phillips	Bakersfield	F. E. McPherson	Bakersfield
T. O. F. Smith	Bakersfield	R. O. Peur	Bakersfield
W. F. Thorne	Fresno	B. J. DeJarnett	Bakersfield
G. B. Morgan	Fresno	C. Fowler	Bakersfield
H. P. Thompson	Fresno	G. Fowler	Fresno
LOS ANGELES DIVISION			
W. O. Bowden	Los Angeles	E. Newkirk	Los Angeles
H. W. Hine	Los Angeles	W. J. Abraham	Los Angeles
G. E. Hughes	Los Angeles	C. A. Naylor	Los Angeles
G. B. Morgan	Los Angeles	H. B. Stephenson	Los Angeles
W. F. Bowen	Los Angeles	T. A. Collins	Los Angeles
TUCSON DIVISION			
T. Davenport	Tucson	J. Sleeter	Tucson
R. E. Johnson	Tucson	M. H. Miller	Tucson
G. A. Thumm	El Paso	M. E. Delahanty	El Paso
B. E. Johnson	Tucson	F. Franklin	Tucson
A. F. Leifste	El Paso	H. Burgess	El Paso

total of twenty-seven, are scattered in other sections of the country.

"Each section will be allowed to work out its own program for discussion of problems of local or general interest," says Mr. Clark. "It is thought that by holding informal meetings each thirty or sixty days the members will be able to carry out the objects of the Association to better advantage and promote the best methods for fuel economy in their own territory."

Wise Young Thing

As a steamer was leaving the harbor of Athens a well-dressed young passenger approached the captain and pointing to the distant hills inquired, "What is that white stuff on the hills, captain?"

"That is snow, madam," replied the captain.

"Well," remarked the lady, "I thought so myself, but a gentleman has just told me it was Greece."—Kind Words.

After Reading Your Bulletin, Pass It Along

FREIGHT STATION FOLKS IN GALA PARTY



Group of Southern Pacific Employees who recently enjoyed dance given by San Francisco Freight Station Orchestra.
By ANNE I. REILLY, Bulletin Correspondent

THE dance given by the Southern Pacific San Francisco Freight Station Musical Association at Dean's Academy, 1052 Geary Street, on April 5th, was attended by more than 250 employees and their friends. The spirit which prompted folks to leave their homes on a rainy night in order to attend an affair of this kind is gratifying to the members of the organization, as it proves that they have "made good" and that their reputation as successful hosts and hostesses is thoroughly established.

Too much cannot be said in appreciation of the six young men who furnish the music, for not only is their work symbolic of perfect harmony and rhythm, but their extreme good-nature in responding to the demands for repeated encores, have made them decidedly popular.

In speaking of the attributes of these socials, it is fitting that M. S. McKenna, Assistant Agent at Drumm Street, be given his due measure of praise. He has graciously accepted the position of Floor Manager on all but one occasion and so well has he fulfilled the duties connected with the office, that he has established a spirit of good-fellowship which is not alone praise-worthy but unusual. "Wall-flowers" are something that he strenuously objects to, and he has a

method (known to no one but himself) wherein everyone present is provided with a partner.

Usually some form of entertainment is introduced during the evening, but this night was given entirely to dancing, except when those on the floor were stepping to the strains of the popular fox-trot: "That Is Why," four young lady-members of the Choral Society, garbed in gypsy costumes, rendered through megaphones the words of the song.

Shortly after, these same ladies, Misses Clara Gotelli, Elsie Becker, Frieda Freund and Mrs. Juanita Plant Clifford, distributed hundreds of gaily colored balloons and paper-caps of all description, and the effect produced as witnessed and described by a spectator in the balcony, was that of a happy throng celebrating at a Mardi Gras ball.

Quite a number of the officials and clerks from 65 Market Street, who had never before attended the affairs of this association, were present, and expressed themselves as so well pleased that they have promised to return on the next gala night and to bring others with them.

The entire Freight Station Orchestra took part on April 11th, when the monthly meeting of the Good Service League was held at B'rai B'rith Hall. Owing to the length of the program,

only two numbers were given by the Orchestra, but these were well received, as were the vocal solos rendered by Mrs. Clifford.

The next dance will be on May 10th at Dean's Academy.

NEW TIME TABLE FOLDERS HAVE CONVENIENT MAP

Marking an innovation for railroad time table folders, the recent issue of passenger folders of the Southern Pacific Company have on the second page a new map of the Pacific System which shows at a glance on which pages to locate train schedules.

Numbers placed between all terminal points on the map show without further reference to which table of train schedules to refer for trains in that vicinity.

The folders contain the usual station index, but the map should greatly facilitate the task of agents, travelers and others in checking train schedules on all parts of the system.

First Cannibal—Our chief has hay fever.

Second Cannibal—What brought it on?

First Cannibal—He ate a grass widow.—Journal American Medical Association.

Thrift is Fundamental in Home Owning Plan

Profits Made in Home Investments Lead to Acquiring Valuable Property.
Helpful Experiences Told by Employees Now Living in Their Own Homes

SYSTEMATIC SAVING STARTS HOME BUILDING FUND

By HENRY VERAN,
Machinist, Sacramento General Shops

SINCE we have owned our own home we have felt a sense of security and a civic pride never before experienced. I say "we" deservedly because to my wife belongs the major share of the credit for our achievement.

I went to work for the Southern Pacific in its general shops at Sacramento in 1905. Shortly after I began work, my wife and I had a heart-to-heart talk about the future and we decided that we must so arrange our living expenses that we might be able to set aside a portion of my earnings each month towards buying a home.

We adhered to this rule and systematically put aside a certain percentage of my salary each month. You can imagine with what joy and delight we watched the fund grow and our goal become nearer and nearer.

A few months ago we found that our savings, plus the interest, had grown into such an amount that we were able to purchase a home suitable for our needs.

Now we look back over the period of saving we feel that even though we were forced to forego certain luxuries, the privations were more than counter balanced by the enjoyment of our new home.

I believe that by owning his home an employee becomes a better citizen, takes more pride in the upbuilding and growth of the community in which he lives and secures ample reward for his efforts in the knowledge that he has provided a home for his wife and family.

SPIRIT OF CO-OPERATION IN PURCHASING HOME

By MRS. WM. DULGAR,
SBI-Clerk, Sparks, Nevada

SOON after we were married Mr. Dulgar and I planned to build a home in order to eliminate the dead-loss incurred in having to pay rent. My husband is employed as Car Inspector and together we had saved enough to pay approximately fifty per cent of the total cost of the house and to furnish it. I have continued at work since our marriage in order to assist in paying off the balance on our home, which I am happy to say will be accomplished within a short time.

In addition to having a home arranged for our own convenience we have saved \$40.00 in rent.

This is an example of Southern Pacific co-operation carried into the home.

THRIFT is the cardinal factor in the success of the man with home owning aspirations. So says practically every employe home owner who has related in the Bulletin his experiences in acquiring a home.

From employees in every branch of the service, photographs of homes and articles telling how financial and construction problems were overcome, have flooded in to the Bulletin. These articles have been written to fellow-employees in a spirit of helpfulness that is both appealing and inspirational to the man or woman in the big Southern Pacific family who wants to own a home.

This home owning feature has awakened System-wide enthusiasm. Send a photograph of your home to the Bulletin today with a brief article telling us all how you did it. A few words of advice may help another Southern Pacific employe to solve the problem that was once your "stumbling block."

BORROWED MONEY FOR HOME ON LIBERTY BONDS

By A. B. CALL,

Night Inspector, West Alameda Shops

ABOUT March 1st, 1921, I borrowed the money necessary to build my home on Liberty Bonds. The house was built to suit my specified requirements and I paid for it from my semi-monthly Southern Pacific paycheck. Now that it is all paid for I have computed that my monthly cost was about \$25.

The cost of this home was \$3500. It has six rooms and is modern in every respect, with garage, lawn, cement sidewalks, and is located in one of the most ideal home sections of the state.

I do not have to worry about landlords, meeting rent payments, etc. I am located close to my work, near transportation facilities, schools and enjoy a feeling of comfort, security and independence.

BE SURE YOUR PLANS CALL FOR ALL CONVENIENCES

By PHILIP O. LESAGE,
Shop Engineer, L. A. General Shops

MY ADVICE is build a two-story house while you are at it. My experience is that sleeping up stairs is to be preferred to sleeping down stairs, for this one reason if for no other—you are above the dampness. Have a blue print of the whole business before you ever start it. If you have a strange carpenter who wants to tackle the job, ask him to produce letters of recommendation. You cannot afford to pay money to an inexperienced man.

Be sure that the plans call for plenty of windows. There is no use being in the dark when you can avoid it. If possible have a sun kitchen or breakfast room. Be sure that the pantry and closets are large. Your wife will appreciate your thoughtfulness.

We have in Los Angeles what is known as the Ready Cut Lumber and Building Company. They do an enormous business. This method of doing work seems to be a very sensible way.

They have plans and cottages that are open to the public for inspection. One feature about their work is that they shoulder responsibility. Every board is cut exactly the right length. I found wall board to be satisfactory and warm enough in winter for Southern California climate.

ATTRACTIVE PROPERTY HAS NETTED USEFUL PROFITS

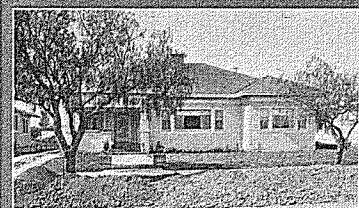
By W. W. SHELLEY,
Rate Clerk, Traffic Phoenix

STARTING in when we were first married my wife and I adopted the idea of never running the usual household bills, but paying for everything on the "pay as you go" plan. We then decided to buy a small inexpensive home, our reasoning being that even though with taxes, depreciation, wear and tear, and all that it might cost just as much as we would have as pay out in rents still there would be great satisfaction in knowing that it was our own castle and we would not be at the mercy of a landlord who might say "you shall do this" or "you shall not do that."

We only had a little furniture, but saved until we were able to pay \$50 as first payment on a four-room house at a price of \$400. This was some years ago when property was fairly cheap, and when my salary was only \$35 per month. I improved this property with an attractive lawn, garden, flower beds, etc., and in

After Reading Your Bulletin, Pass It Along

THERE IS "PRIDE OF POSSESSION" HERE



C.A. STONE, Palo Alto, Cal.



WM. DUGLAR, Sparks, Nevada



W.W. SHELLEY, Phoenix, Ariz.



J.B. DEATY, Tucson, Arizona



JOS. L. WARD, Dunsmuir, Cal.



M. C. BOND, Sutherlin, Oregon



HENRY YERGAN, Sacramento



J.B. CALL, Alameda, Calif.



W. E. LAKE, Oakland, Calif.



PHILIPPO LESAGE, Los Angeles

about a year sold it at a small profit.

I then bought a five-room house, making first payment with the cash received from my previous sale, making a monthly payment contract for the balance with the deed and contract placed in escrow. This home cost \$800, just double our first obligation. About a year later we bought adjoining property on the installment plan, adding to our revenue by renting this house.

I followed my original plan of improving the property, and at the same time deriving some revenue from poultry, garden and fruit trees. This property soon struck the fancy of a homeseeker and another profitable sale was made.

This little start took place in Kansas. Arriving in Phoenix we again bought a home. This time it was a seven-room brick with six lots at a cost of \$2300. Again I planted fruit and shade trees, and had vegetables and poultry for home use as well as a small amount for the market. Later we added six lots adjoining the property and after improving them, began selling lots until they were all gone, and then finally sold the last two lots and the house. This deal netted us a profit of \$3200, which really represented the labor put in during spare time and hours away from office since acquiring the property ten years before. If you are not willing to spend some of your recreation time in this manner I can't guarantee that you will have the same success.

This deal was made during the war period when building materials were at prohibitive prices. We decided to rent and in the meantime I bought a corner lot so that we would be ready to build as soon as prices were lowered again. We studied photographs in a home book furnished by an architect in Los Angeles and then purchased the plans and specifications for one of the houses that seemed to meet our requirements. This was for a seven-room house, all on one floor and a basement in addition.

That was four years ago and from a bare lot we now have one of the loveliest homes in Phoenix. A four-room cottage in the rear rents for \$40 per month and half of a double garage is also rented. We have a large flower garden with nearly one hundred varieties of the choicest roses and other flowers. The place is a veritable jungle of blooms and shrubbery.

This place has again cost double what the previous home sold for, but to show that it pays to do things, we have been offered \$15,000 for the property, which we have refused. I am often asked how it could be done on the salary of a railroad clerk. Well, it wasn't all together, but the salary was a big help.

The first requisite I would say is "nerve" and a determination to "put

G. W. Pittock Commends Ownes of Homes

GEORGE W. PITTOCK, well known writer for Arizona and California publications and friend of many Southern Pacific people, recently addressed a letter to the Bulletin offering his congratulations on the success of the series of articles on "home owning" written by Southern Pacific employees and recently printed in this magazine. "I wish every publication in the land would follow the example you have set," Mr. Pittock wrote. He added that the period when he owned his own home was the happiest in his life.

it over" and to stick to it with the same determination that a successful man puts over his business affairs. Don't hesitate, but be cautious. Don't pay an exorbitant price, but keep within your means. Keep everything "spick and span" and if for some reason you are forced to sell, your property will be attractive and a profit can be made on the deal.

SACRIFICES FOR PAYMENTS ARE NOW FORGOTTEN

By M. C. BOND,
Agent, Sutherlin, Oregon

I PURCHASED a lot, consisting of an acre and a quarter, eight years ago. The contract for building my home was let to a carpenter who was also an architect and, as lumber was cheap at that time, I secured a comfortable, modern home at a very reasonable price. I had some money to make a partial payment with and obtained the balance from a bank with the privilege of making payments as desired. The sacrifices in making these payments are practically forgotten and the home is mine. I now have a small bearing orchard, also berries, grapes and a garden.

BUILD YOUR OWN TO ASSURE BEST OF CONSTRUCTION

By W. E. LAKE,
Head Clerk, Maintenance Division

NO DOUBT during one's lifetime the thought of buying a home has been given careful and serious consideration.

It was my experience about two years ago to buy a home and in so doing looked at many houses, at various locations, and at last found the home that I thought I would like to own. A five-room bungalow on a large lot, which would give plenty of room to raise chickens, flowers and garden was my choice. After having become comfortably situated, I

commenced to improve the appearance of the place by putting in lawn, fruit trees, and flowers and found much pleasure incident to the work and their care.

The slogan of "Own Your Own Home" is being answered by folks from every walk of life. New homes are being built in every city and suburb, and in some cases are sold before completed. Taking into consideration the permanency of the employment, the remuneration received, and the high standard of railroad employees, it seems to me that they are better fitted to own their own homes than any other class of employees.

Much has been said and written relative to the home. It is there that the cradle of posterity is rocked, where happiness and contentment are found, where friends can spend a social evening and one can enjoy pleasant intercourse with the neighbors and the community.

While I recently disposed of my home, I was not disappointed in my first venture. However, should I desire to acquire another home in the future believe I would purchase a lot in a desirable location and build a home when convenient. Quite a saving could, no doubt, be effected in this manner as most of the homes being built these days are by contract, which means cheap construction and several profits which could be avoided if one built one's own home.

There is a great tendency to build modern homes of stucco which seems to give them a better market value, but after having lived in the various kinds it has been my observation that stucco houses are cold and damp in the winter time as cement is not water-proof and when it becomes soaked with water requires several months to completely dry out, and, profiting by this experience, my next home will be of shingles or rustic.

MOVING NUISANCE PROMPTED BUILDING OF OWN HOME

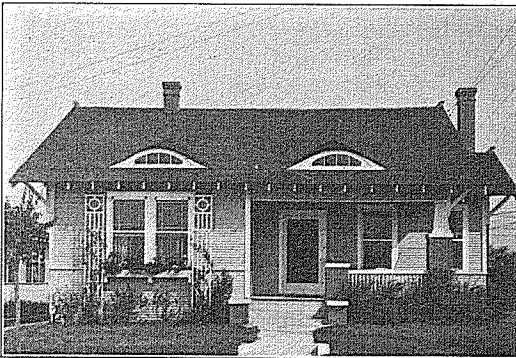
By JOSEPH L. WARD,
Asst. Division Accountant, Dunsmuir

FROM my experience I am convinced that most Southern Pacific employees can own their own homes if they just make up their mind to do so, and not only Southern Pacific employees, but any average wage earner.

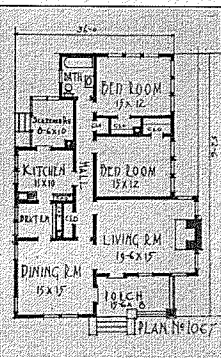
I came to Dunsmuir in June, 1917, and have been employed in the Accounting Bureau since that date except the period from December, 1917, to January, 1919, that I served in the United States Army.

I have been married about three years, and for only a trifle over one year did my wife and I pay rent. It was about March, 1921, that we decided to make our own home. We learned that the cottage that we occupied at that time was to be sold,

After Reading Your Bulletin, Pass It Along



Another modern bungalow and floor plan, designed by the National American Wholesale Lumber Association, one of a series which the Bulletin has been publishing for the benefit of Southern Pacific men and women who are anxious to own a home of their own is shown above. A full set of detailed working drawings, etc., of this model home will be furnished by the Association for the small sum of \$1.50. Other homes will be shown in subsequent issues during the period of the "Home Owning" campaign.



and having moved twice during the first year of our married life came to the conclusion that our own home was the only way to make sure of cheating the "moving nuisance," and to have a place to live in which we could find satisfaction.

Within four weeks from the time we made our final decision to own our home, we had purchased a suitable building lot and the contractor had our house under way. Our house is not large, has four rooms and bath, with front and back porches, but we made sure it was well constructed and have about all modern conveniences for a home of that size.

We did not experience any great difficulty in securing the necessary capital to build as we had saved enough to make the first two payments to the contractor and only secured a first mortgage on the house through the local bank, which was sufficient to pay cost of building and for additional furniture needed.

In our case we believe that our plan to have the house built by contract was the best as I could not take much of my time from my employment to watch the building operations.

The satisfaction of owning your own home, to have those things that please, and feel sure that no landlord can dictate to you, are the assets that go with "own your home."

ADOPT THE THRIFT IDEA IF YOU WOULD OWN HOME

By C. A. STONE,
Agent, Palo Alto, Calif.

THE present home that I have just completed was made possible by starting in, while young, to be saving and to have a

wife who was of the same mind. This is the third home that I have owned and each time they have been larger and better. A profit was made on the first two purchased. Anyone can own a home if he will but make up his mind to practice the idea of thrift and stay with it.

VALUATION SLIP IS CLUE TO OWNER OF TICKET

The owner of a ticket from Los Angeles to San Francisco, found on the street in Los Angeles by E. E. Balling, Traveling Auditor, was recently determined through the system now in operation in the baggage department of the Southern Pacific of requiring passengers to sign "valuation slips" when checking their baggage.

Noticing a baggage punch mark in the ticket, Mr. Balling went to the baggage room in the Los Angeles station and, guided by the date stamp and ticket number, found the baggage check numbers for that ticket. With these numbers he was enabled to find the name of the owner among the valuation slips. A refund was made and another traveler was made happy as a result of an efficient identification system.

S. P. SALESMAN WINNER

W. H. Frazier, Traveling Agent for the Southern Pacific at San Antonio, recently demonstrated his high class salesmanship ability by winning a solicitation contest conducted by the Traffic Club of San Antonio. Six cars of competitive business was the objective point of representatives of the various railroads, Mr. Frazier winning the prize after presenting his forceful sales arguments.

SHIPPERS URGED TO LOAD CARS TO CAPACITY

Western shippers are urged by the Southern Pacific Company to load freight cars promptly and to capacity and so avoid the destructive effects of a car shortage.

G. W. Luce, Freight Traffic Manager, in a recent statement, said that as a result of the recent rains there is every indication of bumper crops this summer and fall. The railroad facilities of the country will be taxed to handle the extraordinarily heavy traffic that is expected.

"In the last nine months the railroads have handled the greatest volume of traffic ever transported in the history of the country during any corresponding period," said Mr. Luce. "Traffic in 1923 up to the first of April has reached a new high level. If traffic over the country continues to increase as it has, it can be handled only by the most rigid economy in the use of cars. The West, with its heavy tonnage to move across the continent to eastern markets, has no transportation to waste."

"Southern Pacific Company has spent many millions of dollars since last season for new freight cars, particularly refrigerators, and for modern locomotives of the most powerful type. But with unprecedented traffic, chiefly in products that run sharply into peak shipments, in prospect, it is evident that only the closest co-operation of shippers with the railroads can avert a car shortage with consequent loss to both."

She—"Did you meet any stage robbers while you were out West?"

He—"Yes, I took a couple of chorus girls out for dinner."—The Columbia Jester.

EMILE FRICK, RANKING S. P. PENSIONER, IS CALLED

Emile Frick, ranking veteran on the Southern Pacific Company's "Roll of Honor" died suddenly April 14 at his home in Oakland. He was 81 years of age.

He was retired with the group pensioned at the first meeting of the pension board on July 10, 1903. His number on the pension roll was sixteen. He was always active in the work of the veterans and was faithful in his attendance at the annual reunion.

During his service of more than 38 years with the Southern Pacific, Mr. Frick found great joy in devoting his odd times to following a natural artistic instinct, a hobby which he always claimed kept his mind fresh and gave him renewed energies for his railroad work. After his retirement the greater part of his time was spent in the little work shop and studio at his Oakland home. Some of his creations in copper and bronze, and many beautiful paintings, are regarded by critics as the work of a genius. One of his best is a bronze replica of the famous Panama-Pacific Exposition statue, "End of the Trail."

The beautifully worked plaque was purchased by his fellow-pensioners and at a gathering of the veterans held in the Southern Pacific building on the fair grounds on the closing day of the exposition, Mr. Frick was favored with the honor of presenting the plaque to C. C. Moore, President of the Exposition, in behalf of the Southern Pacific pensioners.

Mr. Frick was retired as a locomotive engineer and spent his entire service on the Western Division. Previous to coming to the Southern Pacific he had been an engineer on the old Cohn railroad in California. He was one of California's pioneer residents and for 45 years made his home at 1105 Ninth Ave., Oakland.

He is survived by his widow and two sons, E. T. Frick, who has been an employee of the Company for 35 years and at present an engineer on the Western Division, and H. E. Frick also of Oakland.

NO ROOM FOR COMPLAINT

In behalf of a party of San Francisco people who recently chartered a special car to take them to enjoy winter sports at Truckee, Jas. H. Stack, of that city writes: "From start to finish every representation made to us was carried out, and the courtesies shown by everyone with whom we came in contact, left nothing to be desired."

WILEY, B. & B. SUPERVISOR ON SHASTA DIVISION

J. G. Wiley, formerly Water Service Supervisor, Shasta Division, has been promoted to the position of Bridge & Building Supervisor, relieving C. W. McCandless who has been transferred to the same position on the Los Angeles Division.

Mr. Wiley entered the service of the Southern Pacific as a laborer on the Sacramento Division in February, 1894, and was later promoted to carpenter. In August, 1898, he was promoted to B. & B. Foreman on the Western Division where he remained until December, 1904, when he was transferred to the Salt Lake Division. In April, 1906, he returned to the Western Division to take charge of a pile driver and in November, 1907, went to the Shasta Division as B. & B. Supervisor. He remained in this position until November, 1917, when he again took charge of a B. & B. gang until May, 1919, when he was appointed Water Service Superintendent. He was later appointed Bridge Inspector on May 22, 1920, until his reappointment as Water Service Superintendent in October, 1922, he was in charge of a B. & B. gang.

J. B. Duncan, Jr., who has been employed in the water service department for the past two years, has been promoted to the position of Water Service Supervisor.

INTERESTING ITEMS ABOUT S. P. FOLKS AT OGDEN

By F. J. BARTONEK

Earl Moore, Timekeeper, is back at his desk minus an appendix which he had removed at the General Hospital at San Francisco.

Miss Minnie Coop, of the Comptometer Bureau believes in patronizing home industry and had her appendix removed at the Dee Memorial Hospital in this City. She is back on the job looking better than ever.

Miss Beth Ahern spent her annual vacation in Sunny California. She is back at her desk at the General Hospital at San Francisco.

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S. D. & A. CONDUCTOR ALWAYS LOOKING FOR BUSINESS

An incident indicative of the interest taken by many employees in obtaining business, is shown in the following letter from T. Mercier, General Manager, San Diego and Arizona Railway, commending the services of Conductor McCormick:

"Conductor W. G. McCormick, in charge of our train No. 102 on arriving at Tia Juana noticed four well dressed Mexicans somewhat confused. He inquired of them where they were going and was informed that they were on their way to San Diego and El Paso. Mr. McCormick immediately advised them that his train was going to El Paso and for them to get on. After the train had departed he found that they had not purchased tickets and had no funds except a cashier's check issued by the Bank of Montreal. He examined their credentials and found that they were members of the family of the Mexican Customs Broker at Tia Juana. Concluding that the check was all right he then inquired concerning their baggage and found out that it was still in the station at Tia Juana unchecked.

"He carried them to Tecate, the next open station where tickets were sold, and purchased for them four tickets from Tia Juana to El Paso, giving the Agent at Tecate his personal check to cover, knowing that he could deposit the cashier's check in San Diego early the next morning to protect his own account. He then sent a message back to the Agent at Tia Juana to check the trunks to El Centro where he would personally see that they were re-checked to El Paso. On arrival at El Centro Mr. McCormick remained on duty after release from his own train, waited for the arrival of No. 4 which was following two hours afterwards, rechecked the baggage, saw that the people were transferred to the El Paso train, with the result that the Southern Pacific and San Diego & Arizona revenue was increased that day by four tickets from Tia Juana to El Centro, San Diego & Arizona, Southern Pacific, El Centro to El Paso.

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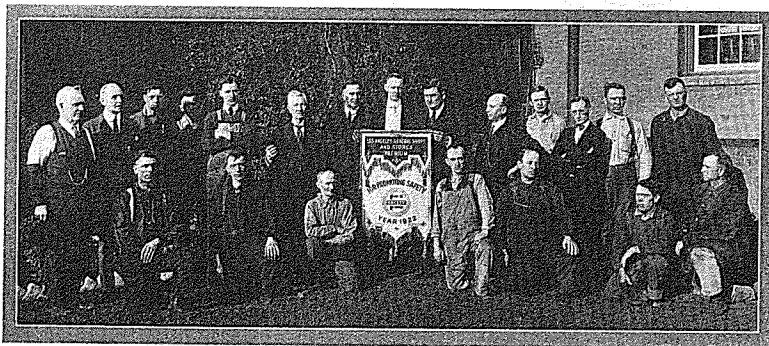
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EASTERN AGENCIES

G. H. Voge has been appointed General Agent of the Southern Pacific at Buffalo, N. Y., and Lyon Liston has been appointed to the same capacity at Indianapolis, Ind.

LOS ANGELES SHOP MEN LEAD IN SAFETY



Los Angeles General Shops and Stores Safety Committee with banner recently awarded for activity of the shop and store employees in safety prevention work.

LOS ANGELES General Shops and Stores has been awarded one of the banners for excelling in safety promotion work during the past year. Presentation of the trophy was made to Superintendent J. Sheely at a recent meeting of the safety committee at Los Angeles.

Officers and employees shown in the above picture, reading left to right, are:

Front row—Roy Dixon, Boilermaker; Thomas Adams, Blacksmith; A. E. Bablitt, Car Painter; Edward Donohost, Foundry Foreman; R. E. Jones, Crane Operator; C. W. Mitchell, Woodworker; Joseph Pendergrass, Car Builder.

Back row—D. Adamson, General Foreman; J. B. Monahan, Supervisor of Safety; C. T. Holmes, Machinist; E. H. Kammerer, Electrician; W. B. Osborne, Machinist; P. Sheely, Sup't Motive Power; W. H. Fine, General Foreman; C. I. Walker, Master Car Repairer; W. C. Peterson, Master Mechanic; W. A. Rogers, Superintendent of Shops; E. A. Tinker, Sheet Metal Worker; J. C. McMullen, Secretary; J. B. Carrington, Car Builder; and S. S. Greathouse, Truck Builder.

"The strict enforcement of safety rules in effect in the Los Angeles General Shops," says R. J. Clancy, Assistant to the General Manager in charge of safety, "has done much in the prevention of casualties to employees. These rules are furnished before and should be studied carefully by all shop employees."

Rule 1—Be careful! Not only for your own safety but for that of others.

Rule 2—To prevent infection and serious results that may follow, all in-

juries, however slight, must be given attention by the proper party immediately after they occur.

Rule 3—Accidents must be reported without delay to the foreman in charge, who will arrange for the prescribed investigation to determine cause of the accident and responsibility.

Rule 4—When an employee injures himself or another through carelessness or a violation of the rules, demerit marks, which the gravity of the case warrants, will be assessed his record. Repeated acts of carelessness that result in injury will be cause for dismissal from the service.

Rule 5—It must be known that all machine and hand tools are in a safe and suitable condition for service before they are used. If, on inspection or during use, defects are found, report them to the foreman in charge who will see that either repairs are made or tools in good condition are substituted.

Rule 6—Power driven machines must not be oiled and cleaned while in motion and no attempt must be made to repair them until they have stopped.

Rule 7—A belt stick must be used in shifting moving belts.

Rule 8—Ladders will be used for purposes for which they are made. Employees will not use them to work from. Instead, suitable staging will be used.

Rule 9—Persons working on staging or on upper works of locomotives or cars should see to it that they have ample and secure means of caring for any tools, blocks, or other facilities they find it necessary to use. Keep in mind the fact that persons

are moving about below at all times.

Rule 10—Safety guards and shields must not be moved from the device to which applied. When repairs require their removal, replace them when repairs are completed.

Rule 11—Emery wheels must not be used until the tool rest is close enough to the wheel so that work can be ground with safety.

Rule 12—Goggles of approved type are provided for the use of all employees engaged in such work as electric-arc and oxy-acetylene welding, grinding tools (except where stationary shields afford ample protection), in all occupations where pneumatic tools are used where particles of metal may fly into the eyes of operators and inflict dangerous injury, goggles will be used.

An ample supply of goggles is kept in toolrooms; therefore, are available for use at all times. It is compulsory for employees engaged in all classes of work that is dangerous to the eyes, to wear goggles.

Every precaution must be used when cutting off rivets or other pieces of metal from which particles are likely to fly. A suitable covering must be provided to prevent accidents from this source.

Electric-arc welders must wear helmets or goggles of approved type and, when practicable, the work on which they are engaged must be enclosed by suitable screen to protect the eyes of other employees. Under no circumstances must employees look at these rays without proper eye protection.

Rule 13—Loose and baggy clothing should not be worn as such garments are dangerous. Long linen dusters

and aprons must not be worn around moving machinery. Where it is absolutely necessary to wear aprons, in foundries and blacksmith shops, the bib and skirt should be separate and both lightly secured to the body, so that if either should be caught in machinery or catch fire, it could be easily removed.

Except where gloves are absolutely necessary because of weather conditions, employees operating machines should not wear them. Gloves, when worn, should be hard finished so they will not readily catch on moving parts and should fit loosely so that if they do catch they can be quickly removed.

Rings on fingers are a great source of danger to men working on machines and should not be worn.

Rule 14—Never strike tempered steel with a hard hammer. Eye injuries are frequent from this cause. Secure a copper hammer from tool room for this work.

Rule 15—Hot iron or rivets must not be thrown on ground or under cars and left there unless proper warning is given to prevent possible burns to hands and feet.

Rule 16—Protruding nails have caused a considerable number of serious injuries. Material with protruding nails should be safeguarded by turning material over so that nails will be underneath.

Rule 17—Do not carry on conversation while at work unless absolutely necessary in connection with your work. This order is particularly applicable to employees operating power driven machines.

RECENT CHANGES MADE IN SAFETY COMMITTEE

Following changes have been made in Safety Committee: account of expiration of terms and employees transferred and leaving the service:

San Joaquin Division: John Negley, Yardman, vice E. G. Johnson; J. C. Goodfellow, Acting Asst. Supt., vice P. Slater.

Tucson Division: B. M. Montgomery, Conductor, vice V. F. Frizzell; A. T. Ellison, Brakeman, vice H. F. Brown; J. L. Thielen, Yardmaster, vice Ray Johnson; A. C. Holmes, Yardman, vice E. L. Hudnall; C. E. McMeans, Engineer, vice B. F. Eaker; F. E. Redmon, Fireman, vice James Sletter; F. S. McCull, Machinist, vice Steve Rogers.

Steamer Division: L. P. Cooley, Pilot, vice Eldon Chipman; Geo. Harris, Asst. Foreman, vice John Nethercott; Joseph DeSeuna, Deckhand, vice R. H. Lohsen; C. R. Browne, Rte. Agt. Amer. Exp. Co., vice G. S. Reed.

Sacramento Gen'l. Shops & Stores: A. S. Ragsdale, Machinist, vice M. J. Becker; Martin Burke, Blacksmith, vice, Thos. Chittick; P. E. Modin, Crane Operator, vice D. R. McKisson; Fred Osterloh, Electrician, vice F. L. Newman; E. R. Anater, Foundry Foreman, vice G. A. Renwick.

Fuel Saving Prize



Silver trophy which will be awarded quarterly to the Division making the best showing in fuel oil economy.

By concerted effort on the part of division officials, engineers and firemen, and others interested in fuel economy, the Stockton Division, in the face of very strong competition, became the permanent owner of the fuel conservation banner.

To further stimulate interest in this important work it has been decided to award a handsome silver trophy cup, artistically designed and mounted with a gold cut showing one of the latest 2-10-2 type locomotives, equipped with booster and feed water heater, to the division making the best fuel showing during the months commencing with January, 1923.

As in the case of the banner, the cup will be awarded temporarily at the end of each three months period to the Division making the most efficient fuel performance, consideration also being given to the interest displayed by division officers, fuel committee, and employees, both as to the number of fuel saving suggestions and attendance at meetings. The division winning the cup three times shall retain it permanently.

The remarkable fuel saving made during the year 1922 was, without doubt, due largely to the good natured rivalry which existed during the race for the banner and other awards, such as the gold cap badges and the trip to Cleveland as convention delegates.

With the increased interest and co-operation now being manifested the present year should out-do all previous years in fuel conservation.

After Reading Your Bulletin, Pass It Along

S. P. SERVICE EXTENDED TO EUROPEAN TRAVELERS

Importance of the service offered American travelers in Europe through the Southern Pacific agencies is being called to the attention of all agents by A. J. Poston, general passenger agent in New York.

The Southern Pacific is in a position to offer its patrons convenient service abroad. Agencies are maintained in the larger cities of the more important countries, where tourists are privileged to make their headquarters, where their mail can be addressed, money exchanged and advice and information furnished as to continental customs.

Agents are being urged to have their patrons avail themselves of this Southern Pacific service. Cards of introduction to the foreign agencies may be obtained from any district agent and on arrival in New York the travelers will be met by representatives of the passenger department.

The opportunity of obtaining business originating in Europe is also called to the attention of agents, who are being urged to canvass their district for those who wish to bring friends or relatives to the United States. A prepaid order may be purchased from the nearest agent and the Southern Pacific representative in Europe will look out for these passengers, assisting them with steamship accommodations and rendering other helpful service.

European agents are located as follows:

Liverpool—Thomas Cooper, General Agent, 21 Water Street; London—R. G. Bonsor, Agent, 49 Leadenhall Street; Paris—H. Desmidt, General Agent, 3 Rue Tronchet; Genoa—Brizzolesi, Kemsley & Millburn, General Agents, Via Roma, 8A; Hamburg—Rud. Falk, General Agent, 18 Glockengiesserwall.

ATLANTIC SYSTEM LINES IN GOOD FUEL OIL RECORD

We have accomplished much in the matter of fuel saving due to the efforts of everybody on the line and our record for 1922 is an exceptionally good one. For the year we stand first among the lines of the southwest in fuel consumption. Something to be proud of, but we have yet much to accomplish before we reach the end of the long trail. As compared to all the lines in the United States, we have reached first place in passenger service and ninth place in freight. President Scott in suggesting the above said: "We must redouble our efforts in fuel saving. We must reach and hold first place among all railroads of the country. I know we can be the banner line. Let's do it."—S. P. Bulletin (Atlantic System).

High Praise

"Is she very pretty?" "Pretty! Say, when she gets on a street car the advertising is a total loss."—Boston Transcript.

Superstition Halted First Chinese Railroad

Fear that Evil Would Follow in Wake of Strange 'Fire Cart' Caused First Engine and Equipment to Be "Junked"

CHINESE superstition, prompting a fear that the smoking, sputtering, "fire cart" locomotive was the harbinger of disease and pestilence, was one of the greatest obstacles confronting early attempts to introduce steam railroads into China, according to John E. Baker, American Adviser to the Ministry of Communications at Peking, who recently gave an interesting talk on "Railroading in China" before the Pacific Railway Club at Oakland, Cal. Mr. Baker, who was spending a short vacation in California, was formerly connected with the Southern Pacific Company, leaving the General Offices at San Francisco about six years ago to accept a position with the Chinese Republic.

"The Rocket of China" was the name given one of the first engines to be operated in China. It was constructed by an English engineer and its existence was kept a secret from the government for about two years before the Imperial authorities were reconciled to the fact that it was a harmless and really useful contrivance. Mr. Baker is reported in "Proceedings," the official magazine of the Railway Club, as follows:

First Plans

"The Chinese first considered a railway in 1863; that was the first time that foreigners had gotten somewhat of a foothold in Shanghai, and the merchants in Shanghai wanted a railroad to lead inland to the next large city, Soochow. Li Hung Chang, who was then Viceroy of the Province, and he quickly squashed that, but later on he was converted to the railway program. The Shanghai merchants were no sooner compelled to give up the idea of building a railroad to Soochow, than they started in the opposite direction, toward Woosung, some thirteen miles away.

"They were not able to put anything across until 1875, and then they did not say anything about running this railroad by steam. The Chinese say that they indicated that the cars were to be hauled by animals and not by a fire cart, so when the fire cart appeared on the rails there was considerable amount of distress. Public opinion was so much aroused that the Chinese officials prevailed upon the foreign stockholders to sell to them and as soon as the sale was completed the track was torn up and the rolling

stock put on boats and shipped to Formosa and dumped on the beach where it remained until an enterprising Governor of Formosa reclaimed the rolling stock and built a railway there.

"In the meantime Li Hung Chang had been transferred as Viceroy to Tientsin in the north. About this time the Chinese Navigation Company had been formed and was having difficulty in securing supplies of fuel. The mines were put in charge of British mining engineers, who made it clear to the Chinese mine owners that they could not get this coal down to the coast successfully without having some sort of a railroad. That railroad of seven miles was then dug to a little canal which was dug down to a nearby river. Li Hung Chang was Viceroy, but he was also made a stockholder in the Chinese Navigation Company, which put him on a different basis. But still animals were to be used.

"However, the British Engineer

American Ideas In Railroading Seen On Chinese Lines

RAILROAD work in China is surprisingly like railroad work in the United States, says J. E. Baker. "Our equipment differs somewhat in design, just a little; the tracks are a little bit different; the service is a little different; the rules are a little bit different, but on the whole it is a great deal the same.

"We have the same gauge, we have a great deal of American equipment; we have operating rules which in many respects are the same.

"Our organization is not much different and an American railroad man, if he could only speak the Chinese language, would be able to fit into the work very easily over there, provided he were prepared to live on 50 dollars, Mex., a month, otherwise he would find it rather difficult—that is unless he happened to be an Adviser."

Kinder was sure that this railway was the beginning of the railways in China, and he brought in a donkey engine and built a frame of channel iron. He brought in the wheels as old iron and built most of the engine himself, which he called "The Rocket of China." On the anniversary of Robert Stevenson's birth he put the "Rocket of China" in operation. It had to be knocked down and buried several times when Imperial messengers came near, but a couple of seasons went by

and no pestilence visited the country and it was soon operating openly."

Following the war with France in 1885 in the south, the Imperial government realized its weakness due to a lack of transportation facilities and immediately gave orders for the extension of an existing line which was really the beginning of the Peking-Mukden Railway. Construction was well under way into Vladivostok when war broke out with Japan. This war, said Mr. Baker, crippled the Chinese Government and it was necessary to go to foreign nations for loans, which opportunity, he says, was used to get concessions in exchange for the money loaned.

American Enterprise

First Russia, then Japan and other nations began to take a hand in the Chinese railroad situation. Finally the right to build the road between Hankow and Canton was given to American enterprise.

"Americans have been connected in one way or another with the negotiations for the building of almost every railroad in China," said Mr. Baker. "And yet today there is not a single bit of Chinese railway on which there is any American authority whatsoever. If we had built all the lines which we have attempted at one time or other there would be American built railways from Siberia to Siam, from Shanghai to Szechuan.

"That partitioning policy which seemed to be uppermost in the minds of railroad builders of 1895 to 1900 was really one of the most important incidents which led to the further humiliation and impoverishment of China. But it also brought about a little reconsideration on the part of foreign nations who had concessions in China.

"All of the rails, the designing of the rolling stock, etc., was left entirely in the hands of the railroad builder so that we had a British railway between Peking and Hankow. And so it went until 1912 when the Republic succeeded the Manchu House and there were fourteen Imperial lines, each one a separate and distinct organization. This meant that there were between these fourteen different government lines that there is between the lines of the different nations of

Europe. There was through train service from Paris to Berlin, Berlin to Rome, etc., but there was nothing of that kind in China.

"The Republic brought in a great many new men who had been educated abroad and had a real desire to do something definite for the country and these men had the problem of managing the railways as they existed. They immediately found that the greatest difficulty was in learning the system by which the different lines were managed. If they learned how one line was managed they had to learn all over again on the next one and by that time an officer was either out of office or old and grey."

Necessity to Standardize

It was found necessary to standardize the practices and equipment on the different lines, particularly the passenger service, and a manner of keeping accounts. Prof. Henry C. Adams, formerly statistician of the Interstate Commerce Commission managed the task of formulating classifications of accounts, which work is now being carried on by Mr. Baker.

"The work of the traffic officers was carried on at the same time," continued Baker. "Through schedules from Shanghai to Peking which were arranged and the other lines which connect with this line had their schedules so arranged as to connect fairly well. That work has been carried on during the past five years not only in the passenger department, but in the freight department. We have some on and not only provided for through tickets and through baggage, but a through-express service. We call it parcel service. You can order silk shirts in Tokio and have them delivered in Kalgan, look at them there, pay your money not only for the purchase price, but also the transportation charges, and so far as you are concerned you are through. We have also made these arrangements with the Japanese railways, a his C. O. D. service is very much appreciated by the people in the interior.

"We have an express train from Peking to Shanghai, and Peking to Hankow.

"The freight service was not quite so easy to unify because the freight cars are all of different design so that the repairing of a foreign car becomes a very difficult matter. Mortgages cover the rolling stock as well as the roadbed and each traffic manager is afraid to let his cars get out of his sight because he feels that if the property so mortgaged ever got off his line he might never see it again. It took a long time to get the cars if he did not see his own particular car he could seize cars belonging to others if he saw fit. I think I went over that argument for three years before we had an interchange of rolling stock."

Tramp—"Your dog just bit a piece of flesh out of my leg, mum."

Woman—"Glad you mention it. I was just going to feed him."—Gaboou.

DEATH CALLS H. KILGARIFF, VETERAN S. P. AGENT

Henry J. Kilgariff, Agent Sacramento Freight Station, died at his

home in Sacramento, Cal., on March 23, following a brief illness, bringing to a close a service of nearly half a century with the Southern Pacific. Probably no employee was better known or regarded with more respect on the Sacramento Division than "Kil," as he was affectionately called by all.

In January, 1873, when 19 years old, he went to work for the Central Pacific as a messenger in the general freight office under C. J. Stubbs. Previous to this time he had been a page in the state legislature during three sessions, where he acquired a fondness for politics that stayed with him through life. When the general offices were removed to San Francisco he was also transferred, but was later returned to the Sacramento station. During his years of service at that one point he successively occupied the positions of cashier, chief clerk, assistant agent, and was appointed agent in January 1920, succeeding C. J. Ellis, who was retired on pension.

Mr. Kilgariff was born at New Orleans, August 22, 1854, and when three years old came to Sacramento with his parents. During his years of residence at the state capital he was a prominent figure in civic affairs and an active worker in several fraternal organizations. He is survived by his widow, two daughters and one son.

C. B. Mills, who has been in continuous service on the Sacramento Division for twenty-one years, has been appointed agent at the Sacramento Freight Station. He entered the service of the company as block operator in July, 1902, and after learning telegraphy was assigned as telegrapher at Cascade in March, 1904. Since that date he has worked as telegrapher and agent at various stations, including Klamath Falls, Corning, Orland and Willows, until October, 1920, when he was appointed assistant agent at Sacramento.

"Co-operation must be given before it can be gotten," John J. McGrath in Santa Fe Magazine.



C. B. Mills

LIVESTOCK MEN ASSIST S. P. IN MAINTAINING SERVICE

An example of where co-operation between the shipper and railroad company is producing the highest type of efficient service, is furnished by the mutual assistance rendered by the California Wool Growers Association and the Southern Pacific Company.

W. P. Wing, Secretary of the Association, recently wrote President Sproule, thanking the Southern Pacific for the helpful co-operation of the railroad employees and calling attention to the weekly market letter containing suggestions to shippers of sheep and lambs sent out by the association. Ordering and inspection of cars, proper loading and unloading, and care of the stock in transit are some of the points covered in the "suggestion sheet," the aim of which is to instruct shippers in methods whereby they may co-operate with Southern Pacific employees in speeding up shipments.

"It is with pleasure I can inform you that your employees have been most willing to co-operate," wrote Mr. Wing. "We feel that many times our growers have not done their share and that is the reason we are sending out these 'suggestions'."

California livestock men and representatives of the Southern Pacific recently held a conference at San Francisco at which time plans for handling the 1923 shipments were discussed. The livestock men were of one accord in commending the service maintained by the Company last year and also with the schedules being arranged for this season, as outlined by R. L. Ruby, Assistant Superintendent of Transportation. It is estimated that the California spring lamb production will run about 350,000 lambs, or a third more than in 1922.

AGENT GILLETTE AT EUGENE ON LOOKOUT FOR NAILS

"About a year ago we commenced saving the old bent nails pulled from box cars which are loaded and unloaded at the house and during this time we have collected just 100 pounds and turned them over to the supply train," writes A. J. Gillette, Agent at Eugene, Oregon, to Superintendent E. L. King. "My boys make a practice of going over cars thoroughly daily before loading way cars to see that no nails are protruding which may damage freight."

MUSICIANS WANTED

W. C. Fell, director of the Southern Pacific Good Service League's dance orchestra, is anxious to get in touch with employees in the general office who play the saxophone, clarinet or piano, and who would be willing to devote a small amount of time to the work of the orchestra. Mr. Fell is located in the Passenger Department, Room 701.

After Reading Your Bulletin, Pass It Along

COMMENDATIONS FOR COURTESY

Public Appreciation for Personal Services of S. P. Employees

A "Prince" of a Fellow

Paul R. Ceder, Traveling Agent out of the office of C. L. McFaul at Chicago, is commended in a letter from H. B. Hayden of Monongahela, Pa. for services rendered a party of lawyers with whom he recently traveled to California. "The men of this party looked upon this young man Ceder as a little Prince, a chap who seems to thoroughly know what the traveling public require," wrote Mr. Hayden.

One for New York Office

"I was never accorded more consideration or treated with more courtesy than I was at the New York offices of the Southern Pacific," writes Peter Robertson, of Tucson, Mr. Robertson, an employee of the Company, had difficulty regarding transportation when returning from a vacation spent in Scotland, and was particularly happy over the treatment accorded him at New York.

Truckee Hotel Scores Again

"Nowhere on our trip did we receive more consideration and delightful treatment than we did at the little Southern Pacific Hotel at Truckee, where they made every effort to make us comfortable even at considerable trouble to themselves," writes Charles J. Rockwell of Carnegie Institute, Pittsburgh, Pa. Wilbur Maynard is manager of the hotel at Truckee.

Courtesy Everywhere

"Every conductor and brakeman, every porter, and every man in uniform at every depot was the last word in kindness and courtesy; and none of them more so than the man who made up my ticket and itinerary," wrote Mrs. C. E. Colville, of Willows to George R. Idle, Ticket Clerk at Willows, thanking him for the manner in which he had planned an extended eastern trip.

An Asset to His Company

J. R. Montague, Passenger Agent at San Jose, referred to by Kemper Campbell of Los Angeles, as a "real asset to his employer."

"I have many times been impressed by the uniform and very unusual courtesy and patience of Mr. Montague," writes Mr. Campbell. "A man who can answer the same question a hundred times a day patiently and pleasantly and can evidence a real interest in accommodating passengers, regardless of any lack of personal acquaintance with them, is a real asset to his employer."

Overtime to Please

Nylon R. Terry, Assistant Claim Clerk in the office of F. S. McGinnis, General Passenger Agent at Los Angeles, was highly commended by J. M. Haywood, president of the First National Bank of Ambler, Pa., for the keen interest shown by Mr. Terry in assisting Mr. Haywood in changing his itinerary. Mr. Haywood made application for a change in his itinerary which necessitated substitution of and credit for transportation already secured. Because of certain difficulties attendant to the change Mr. Terry worked Saturday afternoon and Sunday to complete the arrangement and Mr. Haywood says:

"Because of Mr. Terry's efforts we were able to leave the next morning and reached Philadelphia in time for important business arrangements. Naturally I feel indebted to Mr. Terry for his efforts in behalf of me, a total stranger to him, and I feel that this expression of my appreciation is due him."

Thoughtfulness of Agent

H. C. Stokes, Agent at Concord, is commended by Superintendent T. F. Rockwell of the Western Division, for thoughtful services recently rendered Mrs. Hayward of that city who was hurriedly called east by the serious illness of her mother. When delivering the telegram Mr. Stokes asked if he could be of any service in arranging for Mrs. Hayward's transportation. He found that it would be impossible for her to be ready in time to take the next Southern Pacific train and that she would probably have to leave over a competing line. Anxious to be of service and at the same time to obtain the business for his Company, Mr. Stokes volunteered to drive Mrs. Hayward to Oakland in his machine where the transportation was arranged for.

On Time to the Minute

"The fact that your train was just on time after such a long distance to come was wonderful," writes Mrs. Frank J. Chase of Holtville to Chas. S. P. expressing pleasure over a recent trip from New York to El Centro. "Your New York office was so kind and helpful and my father wished me to make special mention of the courtesies rendered him by C. W. Runge, District Freight and Passenger Agent, and Geo. H. Wilsie, Ticket Agent, at El Centro. The attention showed to myself and baby by the porters contribute to comfort. My husband and friends must come out this way."

A Maker of Service

"The little courtesies and assistance given passengers by Conductor E. M. Moore, who is often on the passenger train between Crockett and Oakland, certainly tend to speed up Southern Pacific service," writes Clayton W. Greene of Vallejo. "We are staunch believers in service and appreciate the splendid service of the Southern Pacific Company."

Helps Citrus Excursion

E. A. Street of Los Angeles writes F. S. McGinnis, General Passenger Agent at Los Angeles, thanking him for the help rendered by the Southern Pacific in arranging for a recent trip of California citrus growers to Florida. He particularly praised the services rendered by H. P. Monahan, District Passenger Agent, H. E. Pierston, Passenger Agent, both of Los Angeles, and L. B. Valla, District Freight & Passenger Agent at Santa Ana.

"Navajo" Crew Praised

The entire crew of the Steamer "Navajo" as well as C. C. Williams, Assistant Superintendent, R. V. C. Steamers, H. G. Otis, Agent at San Francisco for the Sacramento River Steamers, and G. F. Klink, Commissary Agent, are commended in a letter from J. W. Redpath to Captain Chas. F. Heath, Superintendent of Steamers at San Francisco. Mr. Redpath was proud of the Southern Pacific service which contributed to the success of an excursion to the state capital.

Returns Lost Cards

Grant Cook of Oakland writes Chas. S. Fee, Passenger Traffic Manager, thanking the Southern Pacific for the promptness with which some cards which he had lost on a train were returned to him, and particularly praising the service of F. W. Greenman, Assistant Chief Clerk at Dunsmuir, who was directly responsible for the lost articles being returned so quickly.

A Delightful Trip

In a wire to Vice President E. O. McCormick, R. H. Collins, President Peerless Automobile Company, praises Southern Pacific service. "The trip my family and myself have just completed over the Southern Pacific from New Orleans to the Coast is the most delightful railroad trip we have ever made," he wired. "If you haul freight as well as you do passengers, your Traffic department should be working overtime."

S. P. AGENTS SET HIGH MARK IN ACCURACY



Agents holding longest record on their divisions for accuracy in reporting Accounts Current. E. O. Rickli, West Fork, Ore., Portland Dis. 2, 4 months; E. Paynter, Milbrae, Coast Division, 48 months; J. Pickford, Selma Freight Station, San Joaquin Division, 47 months; C. C. Morton, Tustin, Los Angeles Division, 32 months; T. O. Young, Tracy, Stockton Division, 31 months; S. R. Berry, Granada, Shasta Division, 37 months; A. G. Tomlin, Thorne, Salt Lake Division, 46 months; J. E. Blackford, Cisco, Sacramento Division, 51 months.

FOLLOWING is a list of Agents and their Accountants or Cashiers who have rendered a Correct Account Current for each of the twelve months of 1922. All employees who have acted in the capacity of relief agents, and have correctly rendered an Account Current for each of the twelve months of the year 1922, are requested to so advise the Auditor of Miscellaneous Accounts. After verification the names of such employees will be published in some subsequent issue of the Bulletin.

PORTLAND DISTRICT NO. 1

Clackamas M. A. Mather
Mount Angel Robert J. Welton
Shaw Frank Masser
Aumsville Ross Condit
Mill City B. A. Coker
Tumwater H. S. Bond
Marion S. E. Roland
Brownsville E. Boyd
Portland, Jeff St. H. E. Kennedy
Portland, Jeff St. F. H. Newell, Cashier
Hillsboro, Ticket L. Shinsberger
Hillsboro, Ticket J. A. Pinkerton, Clerk
Sciofield E. H. Stewart
Wheeler T. A. Cather

PORTLAND DISTRICT NO. 2

Lakeview P. W. Lemmer
North Bend, Freight P. S. Woid
North Bend, Freight C. R. McKay
Bandon D. N. Powell
Creswell C. E. Jasmin
Molalla J. C. Jasmin
Riddle J. C. Carle
West Fork E. O. Rickli
Clatskanie J. E. Clark
Leland R. H. Nichols
Leland A. L. Luse
Rogue River E. J. Marquis
Gold Hill E. H. Radtke
Central Point C. Bole

Marcola, (10 months) J. O. Wilson
Wendling, (2 months) J. O. Wilson
Gazelle, Cal. W. C. Longmire
Broly, Cal. M. T. Walsh
Klamath Falls, Freight J. J. Miller
Klamath Falls, Frt. V. V. Hedspeht, Acct.
Dunsmuir, Freight A. J. Pickthorn
Dunsmuir, Freight J. F. Windate, Clerk
Albion, Ore. W. T. Mayberry
Dunsmuir, Ticket Mrs. M. A. Eagles, Chk.
Castella, Cal. F. M. Various
Pitt, Cal. F. M. Various
Kennett, Ore. J. F. Corby
Siskiyou, Ore. U. S. Ragland
Granada, Cal. S. R. Berry
Steinman, Ore. Paul Walter

SACRAMENTO DIVISION

Sacramento D. Ticket J. E. McMillan
Sacramento D. Baggage B. Laidlou
Niles D. N. Powell
Latrobe W. C. Duden
El Dorado G. S. Cryder
Roseville, Freight U. J. Hebbuck, Cashier
Rocklin J. E. Clark
Auburn (Nev. St.) W. W. Scott
Auburn (Nev. St.) Thos. Sheridan, Clerk
Atherton (R. R. St.) W. W. Scott
Colfax, Freight C. G. Seiberling
Colfax, Freight C. J. Jacques, Clerk

After Reading Your Bulletin, Pass It Along



WESTERN DIVISION		Bay Point	
Oakland Ferry, Cashier,	J. M. Baker	D. M. ...	E. F. Kirgine
Oakland Ferry, Baggage,	J. L. Mulvill	D. M. ...	C. Christian
Oakland, Freight,	H. Barton	G. L. Robinson,	Asst. Agent
Oakland, Freight,	H. Barton Chief Act.	Rethan	J. Jacobsen
East Oakland	W. B. Bagley	South Valley	L. Taylor
Alameda, Ticket	Manuel	W. C. Shon,	Cashier
Pac. Steel	F. W. Athey		
Pac. Steel	J. S. Sorenson	STOCKTON DIVISION	
Alameda, Ticket	H. Williams	Patterson	P. Harrison
Alameda, Freight	J. C. Stannard	Crows Landing	D. Corcoran
Alameda, Freight	J. C. Stannard	Newman	F. A. Wolcott, J. Orr, Clerk
Alameda, Freight	Lynn Gora	Los Angeles	Thos. A. Sadowski, Clerk
McGroce, Ticket	H. E. Williams	Stockton, Ticket	E. H. ...
Alhambra	W. Burger	Stockton, Ticket	E. H. ...
Elmhurst	L. C. Page, Clerk	Stockton, Ticket	E. H. ...
Alhambra	W. D. Friedman	Stockton, Ticket	E. H. ...
Alhambra	J. L. Parth	Stockton, Ticket	E. H. ...
San Francisco Ferry, Baggage,	E. L. Warner	Stockton, Ticket	E. H. ...
Newark	J. H. Galloway	Stockton, Ticket	E. H. ...
Newark	W. Bryant	Stockton, Ticket	E. H. ...

Metz	A. Feldte, Clerk
Templeton	Dom O'Gara
Atascadero	Various Agents
Casmalia	F. H. Hawkins
	W. M. Burnett
	V. E. Waller
Lompoc	E. B. Walling
Naples	J. M. King
Goleta	J. H. Kenady
LOS ANGELES DIVISION	
Carpinteria	E. A. Chaffee
Ojai	C. D. Chaffee
Montalvo	F. Hickman

MISCELLANEOUS

United Transfer Co., Oakland.....John Ajl
San Francisco Customs Attys., Thos. H. Griffin
 F. M. W. Barry
San Francisco Market St., J. J. McCarthy
United Transfer Co., S. F.....W. D. O'Kane
Pacific Coast Transfer Co.,
Rio Vista.....M. Christenson
Isleton.....Gründer Co.
Valiant Great Steamers.....J. B. Barry
Courtland, Cal.....Chas. E. Bauer
 D. D. Jackson, Alameda
Sacramento, Steamers.....C. J. Wilder, Cashier
Sierra Madre.....Geo. E. Mesear
Arroyo.....E. A. Smith
Glendora.....H. J. Sandman
Upland.....C. E. Foster
Azusa.....G. H. Williams
Etiwanda.....W. O. Moer
Rialto.....O. J. Hamble
Baldwin, Cal.....H. H. Williams
Arlington, Cal.....R. Richardson
Corona, Cal.....Geo. S. Richardson
Pomona, Cal.....Wm. C. Richardson
Hollywood, Cal.....E. A. Riley

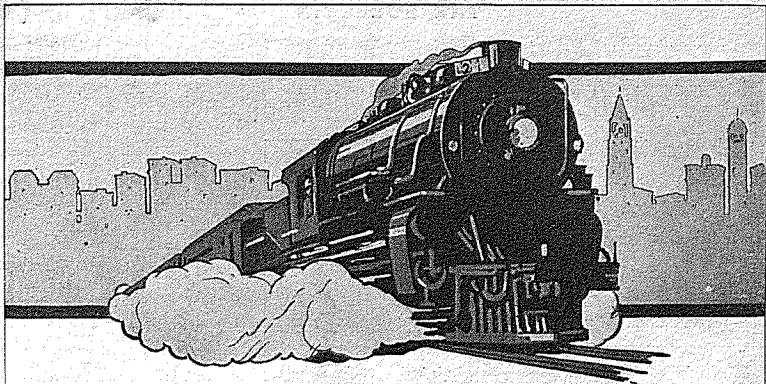
El Segundo	E. S. Donaldson
Gardena	H. K. Moss
Garden Grove	V. V. V. Agents
La Habra	W. W. Foster
Fullerton	W. W. Warburton
Orange	W. W. Warburton
S. F. Unclimated Wholesale	W. W. Collins
Oakland Harbor	A. V. Kean, Cashier
Orange	E. J. Friedberg
Monrovia, Cal.	J. M. Kinsey
Huntington Beach, Cal.	E. C. Newton
Lemon Cove	J. B. C. C.
Portland	R. B. C. C.
Wilmington Canal St.	T. F. Mason
Portland Depot, Ticket	J. L. Miller
Steamer Modoc	E. Haynes, Purser

EAST BAY ELECTRIC DIVISION



Sunday School Teacher—"When the animals were entering the ark, what do you suppose Noah was doing?"

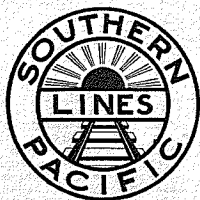
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Back East Excursions

\$86. Chicago and return ~
\$147⁴⁰ New York and return ~

Proportionately low fares to other points



*Tickets on sale May 15 to Sept. 15
Return Limit Oct. 31, 1923*

**LIBERAL STOPOVERS
CHOICE OF ROUTES**

~ask the agent~